

# The Hongkong Telegraph

(ESTABLISHED 1881.)

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March 10, 1916. Temperature 6 a.m. 61 2 p.m. 65  
Humidity 89 85

March 10, 1916. Temperature 6 a.m. 63 2 p.m. 69  
Humidity 89 74

WEATHER FORECAST  
OVERCAST  
Barometer 29.85

7162 日七初月二

FRIDAY, MARCH 10, 1916.

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## TELEGRAMS.

### CONDENSED.

EARL CURZON IS PROGRESSING FAVOURABLY.  
THE AGA KHAN HAS GONE TO THE CONTINENT.  
THE GERMAN FLEET HAS RETURNED TO ITS BASE.  
GERMAN PRISONERS HAVE BEEN TAKEN AT BOIS LE PREITRE.  
MR. HUGHES IS ONLY EMPOWERED TO REPRESENT AUSTRALIA.  
THERE ARE 13,821 GERMAN PRISONERS IN ENGLAND AT PRESENT.  
ALIENS TO THE NUMBER OF 2,518 ARE NOW INTERNED IN ENGLAND.  
BREWING MATERIAL IMPORTS ARE BEING REDUCED BY ONE-THIRD.  
THERE WAS A GREAT MASSACRE OF ARMENIANS BEFORE ERZERUM FELL.  
A GERMAN DYNAMITER IN CANADA HAS BEEN GIVEN LIFE IMPRISONMENT.  
MR. BALFOUR HAS SEVERELY REBUKED MR. CHURCHILL IN THE COMMONS.  
MR. CHURCHILL HAS HURT HIS OWN REPUTATION BY HIS SPEECHES.  
GERMAN ATTEMPTS TO REPAIR FAILURES WEST OF THE MEUSE FAILED.  
GERMANS PENETRATED VAUX BUT WERE DRIVEN OUT BY BAYONET.

### THE NAVAL DEBATE.

Mr. Churchill Severely Rebuked.

[Reuter's Service to The "Telegraph."]

March 9, 1,40 p.m.  
In the House of Commons, Mr. Balfour warmly repudiated the suggestion that lackness and indifference existed. "Let us dismiss vain and empty fears," he declared.

Mr. Balfour's rebuke to Mr. Churchill is regarded as one of the most severe ever delivered in the House of Commons. His tone in referring to Mr. Churchill's previous attacks on Lord Fisher was particularly scornful.

Mr. Churchill's explanation is described as lame. The papers unanimously praise Mr. Balfour and are of the opinion that Mr. Churchill has only succeeded in hurting his own reputation and increasing confidence in the Admiralty.

### Lord Fisher's Views Sought.

March 9, 1,40 p.m.  
The Daily Telegraph says the reason why Lord Fisher was summoned to the War Council was to ascertain his views on the progress in building warships.

### THE AGA KHAN.

March 9, 1,40 p.m.  
The Aga Khan has gone to the Continent.

### GERMAN PRISONERS IN BRITAIN.

March 9, 1,40 p.m.  
In the House of Commons, Mr. Tennant announced that there are 13,821 German prisoners in Britain, besides 32,181 interned aliens.

### IMPORTS OF BREWING MATERIALS.

March 9, 1,10 p.m.  
In the House of Commons, Mr. Bunciman stated that the brewers had agreed to a reduction in the importation of brewing materials by one-third, thus saving 200,000 tons.

### DOMINIONS AND THE WAR.

March 9, 1,40 p.m.  
In the Morning Post, Mr. Hughes (Premier of Australia) emphasises the point that he is not empowered to represent any Dominion except Australia, though Canada, New Zealand and Australia had agreed on certain matters.  
It is understood that the Imperial Government will confer with the Dominion Premiers separately.

### LARGE GERMAN FLEET SIGHTED.

What a Trawler Saw.

March 8, 10,30 p.m.  
Reuter's correspondent at Amsterdam says that a trawler which has arrived at Ymuiden reports that on Monday afternoon she sighted off Texel a fleet of at least fifty big German warships, a large fleet of armed trawlers, two Zeppelins and numerous submarines, going westward. Five large cruisers of unknown nationality passed Ymuiden at five on Monday morning, going at full speed.

(To-day's Telegram)

German Fleet's Discretion.

March 9, 1,40 p.m.  
Reuter's correspondent at Amsterdam states that the German Fleet has returned to its base.

### WHOLESALE MASSACRE OF ARMENIANS.

March 9, 1,40 p.m.  
Reuter's correspondent at Petrograd says there were forty thousand Armenians at Erzerum before its capture, but only sixteen were found alive when the Russians entered. The others were driven out before the fall of the fortress and massacred by Kurds.

### GERMAN DYNAMITER GETS LIFE SENTENCE.

March 9, 1,40 p.m.  
Reuter's correspondent at Toronto says the German dynamiter of the Peabody Factory at Walkerville has been sentenced to imprisonment for life.

## TELEGRAMS.

### THE ALLIES IN THE WEST.

More German Failures.

[Reuter's Service to The "Telegraph."]

March 9, 3,15 p.m.  
According to Reuter's correspondent at Paris, an official statement says:—

West of the Meuse, the Germans during the night made several attempts to repair their failures of yesterday. Two attacks, preceded by an intense bombardment against Bethincourt, were stopped by the French curtain of fire, the Germans being unable to debouch.

At Corbeaux woods, renewed German efforts failed to dislodge us from a wide tract which we had re-captured and are consolidating.

An obstinate struggle continued east of the Meuse, between Douaumont and Vaux. The Germans made several attacks with large forces against entrenched positions, but were completely repulsed, despite an intense artillery preparation and the violence of their assaults.

Some elements of the German infantry momentarily penetrated Vaux, but were driven out at the point of the bayonet.

There was intermittent bombardment in Woëvre.

The French effected a clever little coup de main in Bois Le Preitre, taking a number of prisoners.

The French bombardment in Argonne continues.

[In the event of telegrams arriving too late for insertion on this page they will be found on Page 8 or on Extra.]

### EARLIER TELEGRAMS.

### THE ALLIES IN THE WEST.

French Win Back Trenches.

March 8, 3,35 p.m.  
A French official message says:—There is no change north of Verdun. The German bombardment continued westward of the Meuse, but no infantry attack was attempted. The French batteries are replying vigorously, both westward and eastward of the Meuse. There is lively artillery activity in Woëvre, the French bombarding Blainville, Grimaucourt and Fresnoe. A German attack on the railway at Manheulles was smashed by artillery and infantry fire. The French attacked eastward of Maisons de Champagne and won back the trenches seized by the Germans on March 6. We took a number of prisoners and repulsed a German counter-attack. The French batteries are bombarding German motor transports in Argonne.

Large German Claims.

March 8, 7,15 p.m.  
A German communique claims the capture of 58 officers, 3,277 men, ten guns and much war material at Argonne and Regneville, also 11 officers, 700 men and a few machine guns at Fresnoe.

### More Intense Bombardment.

March 9, 2,40 a.m.  
A Paris communique says:—The enemy west of the Meuse attempted to re-advance under cover of an intense bombardment. His attack in great strength against Bethincourt was repulsed. The French made a counter-attack on Corbeaux Wood, which the Germans had penetrated on Tuesday, and ejected the enemy from the greater part of the wood, of which the Germans now hold only the eastern extremity. The bombardment on the right bank of the Meuse was again most intense in the region of Douaumont where the Germans unsuccessfully attempted to attack our lines east of the fort. An enemy infantry attack re-occupied Hardaumont Redoubt, which we captured on Tuesday. There was a severe cannonade in Woëvre, our batteries on the Heights of the Meuse vigorously replying to the German artillery. A bomb attack in Upper Alsace regained for us trenches east of Seppois, which the Germans occupied on February 12. We destructively bombarded enemy works north of the Aisne in Argonne. Sixteen French aeroplanes dropped 124 bombs on the station of Metzshblons, hitting trains. A German air squadron tried to pursue but the French machines returned to the starting point, with the exception of one which was compelled to land owing to engine trouble.

The British Report.

March 9, 12,10 a.m.  
A British communique says:—Near Grezney there has been trench mortar fighting, during which we considerably damaged the enemy's defences. Last night the enemy sprang a mine near the Ypres-Commines railway but no damage was done. To-day our artillery bombarded the vicinity. To-day by exploding a mine east of La Ventie we interrupted the enemy's mining. The enemy shellied our position east of Vermelles.

### THE RUSSIANS.

Continue to Drive the Turks.

March 8, 4,30 p.m.  
A Petrograd communique says: We continue to drive the Turks beyond Mapavri and we have also occupied Cola, which is 27 miles westward of Kermasah and 100 miles from Bagdad.

The Capture of Rizeh.

March 9, 12,10 a.m.  
A Petrograd communique says: In Asia Minor we captured Rizeh, which is 40 miles east of Trabzon. In Persia we occupied Sennah, which is 50 yards north of Kermasah.

## TELEGRAMS.

### IN THE COMMONS.

The Naval Debate.

Reuter's Service to The "Telegraph."

March 8, 5,35 p.m.  
In the House of Commons, Mr. Balfour replied to Mr. Churchill, saying Mr. Churchill's speech was very unfortunate both in form and substance. He re-affirmed that the continuity of the Admiralty policy of construction compared most favourably with anything ever accomplished. He caustically pointed out that under Mr. Churchill's regime, skilled shipwrights were allowed to enlist and that Mr. Churchill used guns and gun-mountings destined for dreadnoughts for monitors, but, nevertheless, the fleet was more powerful than in Mr. Churchill's time and would become stronger every month. Mr. Balfour concluded by saying that he had listened to Mr. Churchill's suggestion to recall Lord Fisher with profound satisfaction. He paid a warm tribute to Admiral Jackson and declared that he would hold himself to be contemptible if he yielded to the demand for Admiral Jackson's removal.

Mr. Churchill rose immediately and asserted that he had tried to impress on the country the necessity for construction at the highest speed. A note of warning should be sounded.

Lord Fisher at War Council.

March 8, 4,30 p.m.  
Lord Fisher attended the meeting of the War Council.

### GERMANS WITHDRAWING FROM MACEDONIA.

March 8, 4,50 p.m.  
According to Reuter's correspondent at Paris, a Salonica telegram says that numerous German effectives have been hurriedly withdrawn from Macedonia.

### NO INVESTIGATION INTO LOSS OF THE PERSIA.

March 8, 4,50 p.m.  
In the House of Commons, Mr. Runciman said the Board of Trade had decided not to investigate the loss of the Persia.

### INDIAN OFFICER'S APPOINTMENT.

March 8, 10,30 p.m.  
The Gazette announces the appointment of Major Lamber, Bombay Volunteer Artillery, to be temporary Major, Garrison Artillery.

### GERMANY'S SUBMARINE POLICY.

March 8, 10,25 p.m.  
A Washington message says that Count Bernstorff has handed Mr. Lansing another long submarine memorandum. It is understood that it complains that Great Britain is taking advantage of the American attitude to instruct armed merchantmen to act offensively to submarines. It admits that International Law does not provide for the use of submarines, but offers to operate them on the basis of International Laws before the war if Great Britain will respect the latter.

### AUSTRALIANS IN FRANCE.

March 8, 12,15 p.m.  
There is much speculation regarding the speech of the Hon. Mr. G. F. Pearce, Australian Minister of Defence, and from Melbourne, it is now cable that the Hon. Mr. Pearce, in praising the defence of Verdun, said that somewhere in France under General Joffre, was a splendid Australian Siege Brigade, which was probably the finest body of men that had ever marched through the streets of Melbourne.

### MORE AIR-RAID VICTIMS.

March 8, 12,10 p.m.  
Five more of those injured in the air raid have died. The injured are now ascertained to be 52 in number.

### BRITISH FAITH IN RUSSIA.

Speech by Sir George Buchanan.

Petrograd, January 18.  
For the sixth year in succession, Sir George Buchanan, the British Ambassador, this evening addressed the members of the British colony at the New English Club in Petrograd.

Acknowledging that 1915 was in many respects a year of disappointments and mistakes for our diplomacy, with the extension of the war to the Balkans and the tragic fate of Serbia, the speaker nevertheless insisted that we had advanced a step towards our goal, and the New Year opens full of promise for the future. "The Allies have been riding a waiting race, but have more staying power than Germany, and are long will forge ahead."

As an example of the continued efforts of German agents to sow distrust of Great Britain in the minds of the Russian people, the speaker referred to a widely-circulated report to the effect that he had threatened the Russian

Government with a secret Anglo-Japanese treaty whereby Japan was to make things very unpleasant for Russia in Manchuria and Siberia should she attempt to conclude a separate peace with Germany. He said hardly any that no such treaty existed and the whole story was a malicious falsehood. It was impossible to doubt Russia's determination to fight this war to a victorious finish. When the Emperor pledged his word, that word would not be broken.

Touching on our future commercial relations with Russia, Sir George Buchanan urged the necessity of at once preparing to capture the place hitherto held by German trade. If we are to out the Austro-Germans, our merchants and manufacturers must radically change their methods, study local requirements and tastes, and abandon the old-fashioned idea that what an Englishman likes ought to be good enough for the foreigner. They must also be prepared to accord greater credit facilities. He was not for one moment suggesting

## TELEGRAMS.

### LORD CURZON UNDERGOES OPERATION.

(Reuter's Service to The "Telegraph.")  
London, Received, March 10.  
Lord Curzon has undergone an operation.

Later.  
Lord Curzon is progressing favourably.

### THE FIRE ON THE NELLOR.

London, Received, March 10.  
The fire on the Nellor is being got under.

Later.  
Lloyd's surveyor at Malia says the Nellor was scuttled and beached at Sliema-Creek and the fire was extinguished.

### THE CHINESE REVOLT.

London, Received, March 10.  
Reuter's correspondent at Hongkong says: A local Chinese newspaper states that the rebels in the morning attacked Whampoa Fort, on the Canton River, and the cruiser Chaohao. The attacks were easily repulsed.

### RUSSIAN AMBASSADOR'S DEATH.

(Havas Telegram.)  
Paris, March 7.  
A Madrid message reports the death of the Russian Ambassador to Spain.

that Great Britain should exploit Russia commercially as Germany had done in the past, but that Anglo-Russian trade relations should be co-ordinated on lines advantageous to both countries.

It was not merely on account of our trade interests that he laid stress on the importance of capturing the Russian market from the Germans, but because he wished to consolidate and perpetuate the Anglo-Russian Alliance. For it was not by diplomatic acts but mutual feelings of sympathy, friendship, and confidence, and community of interests that true and lasting alliances were made. Russia and Great Britain were gradually being drawn nearer and nearer to each other. Germany's wanton declaration of war on Russia and violation of Belgian neutrality had accelerated the process, and it was, with blood and iron that the Alliance had been cemented.

I have faith in the future, faith in the victory of the Allies, and faith in Anglo-Russian friendship. The war has taught us to love Russia, to admire her heroism, and appreciate the generous sacrifices she has made in the cause of the Allies. I trust and believe that she reciprocates these feelings, and I look forward to a permanent alliance of the two great Empires as the surest guarantee of the world's peace. — Times.

### DON'T FORGET.

TO-DAY.

The Currency Problem—Lecture by Mr. J. M. Xavier, City Hall; 5.15 p.m.

Bijou Theatre—9.15 p.m.

Victoria Theatre—9.15 p.m.

TO-MORROW.

Bijou Theatre—9.15 p.m.

Victoria Theatre—9.15 p.m.

A.D.C. Performance of "The Angel in the House"; 9.15 p.m.

Tuesday, March 28.

Hongkong Ice Company, Ltd.—Meeting of shareholders; 11.30 a.m.

Hongkong Fire Insurance Co., Ltd.—Meeting of shareholders; noon.

Wednesday, March 29.

China Sugar Refining Co., Ltd.—Meeting of shareholders; 11.30 a.m.



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## GENERAL NEWS.

## Wireless Between U. S. and Germany Stopped.

That all wireless communication between the United States and Germany had been interrupted for two days, was the news contained in a private cable received in Manila on March 8, according to the Manila Bulletin, which adds:—This announcement comes from a thoroughly reliable source.

## China's Output of Munitions.

Admiral Sir Sir Chen-ping, the Director of the Government Arsenal, has lately deputed a delegate to Hanyang to consult Mr. Liu Ching-ang, the managing Director of the Arsenal, on a certain important matter. In his letter to Mr. Liu, Admiral Sir Chen instructs the latter to double the manufacture of the ammunition for supplying the punitive expedition.

## The Philippine Bill.

Washington, March 2.—The Committee of Insular Affairs of the House of Representatives has rendered a favorable report on the Philippine Bill, recommending the passage of the measure as already passed by the Senate, without any change, and including the Clarke amendment. The votes of the Committee, of which Mr. Jones, original author of the Bill, is chairman, are eleven in favor and seven against. The minority based its objections to the measure largely on the Clarke amendment. It is expected that the Bill will come up for a vote shortly.

## Rubber and the Dutch Indies.

Professor Dr. G. van Hensson gave a lecture last month on "The Future of Rubber Cultivation in Netherlands East India" to the Indian Society at The Hague. He remarked that the world's production of raw rubber in the past year was estimated at 145,000 tons, of which 37,000 tons was Brazilian Para rubber, 6,000 tons wild, and 102,000 tons plantation rubber. Of the last mentioned sort about 60,000 tons was produced in Malaya and 20,000 tons in Ceylon. According to statistics, the rubber companies in Sumatra and Java, which are younger than those in Malaya and Ceylon, will give a larger production in the coming years, so that the Netherlands East Indies will become the second rubber producer of the world and will in several years' time yield one-third of the total production of plantation rubber.

## London's Trams.

The London tram was not kindly received on its first appearance in the city in 1861, observes an Exchange. It aroused much the same indignation amongst citizens as the advent of the first motor-bus. The form of rail first introduced was considered so dangerous, that the tramways soon had to be removed, after one of them had been successfully indicted as a nuisance. However, they returned again in ten years, lines from Brixton to Kennington and from Whitechapel to Bow being opened in 1870. And as proof of the growth of our tram system all over the country since the seventies, it may be mentioned that whereas in 1878 146,000, 000 passengers were tram travellers, by 1903 the number had risen to 2,659,891,138.

## Mercantile Assistants Leaving England.

Calcutta, February 16.—In connection with the representation of the Bengal Chamber of Commerce that the Aliens Restriction (Amendment) Order in Great Britain was being operated so as to prevent the departure of newly engaged and leave-expired mercantile assistants leaving for India, the Secretary to the Government of India, Home Department, has replied that reference was made to His Majesty's Secretary of State for India, who has replied that the practice at present in vogue is to allow men not ordinarily resident in the United Kingdom and on a temporary visit only to that country from India, to return. This practice will not be affected by the Military Service Act.

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## THE BILLIARD KING.

How Ferdinand of Bulgaria Found A Throne.

Thirty-seven years ago Prince Alexander of Battenberg resigned the throne of Bulgaria. The position of the Regent Samuil was very difficult. The experience with a German prince on the Slavonic throne had already given the bitter results, and the Regent tried to find a new Sovereign for Bulgaria outside Germany or Austria, writes Lt.-Col. Roussem Bek in the Daily Express. It was very well known that a special deputy of the pro-Russian party reached Petrograd, and asked Tsar Alexander III. to give to Bulgaria the Grand Duke Vladimir Alexandrovitch (his brother) as ruler. For many reasons the Tsar of Russia refused. Such an appointment would have provoked at once an aggressive movement of Germany and Austria, which, after the long and difficult war of 1877-78 Russia would have been unable to resist. Prince Valdemar of Denmark, who was asked by Stambuloff, declined the proposal, as did Prince Charles of Roumania. This was the result of Austro-German intrigues, and in Berlin and Vienna the candidate for the Bulgarian throne had been already selected. It was a young lieutenant of the Austrian Hussars, Prince Ferdinand of Saxe-Coburg.

Thanks to the intrigues of Princess Clementine, the mother of Prince Ferdinand, three Bulgarian envoys, M. Grekoff, M. Galitcheff, and M. Suikoff (later the Minister-President of Bulgaria) were sent to Vienna.

"We were absolutely hopeless of finding a Prince for Bulgaria," one of my Bulgarian friends who accompanied this mission told me in after years, "when after a fruitless journey throughout Europe we came at last to Austria. Who the new candidate was, we knew only by name."

"We found the Prince in an hotel where he was a regular customer. In a large billiard room several Austrian officers were playing and drinking wine. I noticed a tall, smart fellow who had just made a fine stroke. His face was of pure Orleans type, and he might have been considered a rather handsome man if it was not for his very prominent, characteristic nose."

"Prince Ferdinand was not surprised at our proposal. He spoke as though he had known about it for a long time, and with a sarcastic smile expressed to us his deep regret that he could not accept it."

"The next day we were invited to the Coburg Palace, where our host as well as his mother treated us like his best friends. We were informed that the refusal which the Prince expressed the previous day at the hotel was a precaution in case his appointment should be settled without the previous consent of the Great Powers and the Porte, which would be a breach of the Berlin treaty."

"That was only a formality which could be easily overcome, and practically we found a Prince in a billiard room," smilingly concluded my friend.

I met Prince Ferdinand of Bulgaria in October, 1902, during the great festivities in memory of the

Russo-Turkish war. The Grand Duke Nicholas, who fought for the liberty of Bulgaria, was sent with a brilliant suite of generals and officers by Tsar Nicholas to the Shipla Pass. When I visited Sofia the next year in order to take part in the Macedonian movement, the Bulgarian army was absolutely ready for war with Turkey. Many senior officers convinced me that it was so, and the whole nation shared this idea. Only one man in Bulgaria was against the war. This man was Prince Ferdinand—the Provoker. I say the Provoker because during the early year of his rule he awakened the revolution in Macedonia. By his order the Minister Suikoff supported the Macedonian revolutionary movement. The best officers were nominally allowed to retire from the army, and took command of the bands of comitadjis, which were armed and paid by the Bulgarian War Office.

In 1903 Prince Ferdinand suddenly changed his mind, and an edict was issued that any movement in Macedonia was thenceforward prohibited, and most strict measures were taken against the rebels. The whole of Bulgaria was astonished at the conduct of her Sovereign, and he was called a traitor. It was clear that Prince Ferdinand had acted according to instructions from Vienna and Berlin. The Kaiser was on the best terms with the Porte, and he looked on the Bulgarians as his future vassals. Even in 1903 many Bulgarian officers severely criticised the policy of their Prince and hated him as a German agent. The Bulgarian Press was full of most insulting caricatures of the long-nosed Prince of Bulgaria. Two days passed, and I was informed that the Prince had taken a great interest in my work in Macedonia, and especially in my writings in the Bulgarian Press, and wished to see me.

Some days later I was introduced to the Prince at the palace. Some time later I heard from very important sources that in 1902, after his usual visit to Vienna and Berlin, he stopped his action in Macedonia owing to a secret agreement which he signed with both countries. Even then the Kaiser, who was angling for Turkey, opened his heart to the ruler of Bulgaria and promised to support him in gaining his absolute independence in exchange for a future entente in case of a European war. This encouraged the Bulgarian Prince, who, without further hesitation, unexpectedly proclaimed himself Tsar of Bulgaria, gaining such a position for his country as no Bulgarian could have dreamed of a few years before. But the nation did not know that their Tsar was a simple dummy of the Kaiser. When they attacked the Servians in 1913 the Kaiser and his vassal miscalculated the strength of the Balkan allies, and the Bulgarians were brought to their knees. The truth became known, and most of the Bulgarians fully realised the role of their Tsar in those pitiful events. With deep suspicion they are watching his new adventure, which, undoubtedly, will ruin the Bulgarian nation for ever. But what could poor Bulgaria expect from a King called to the throne from a billiard-room?

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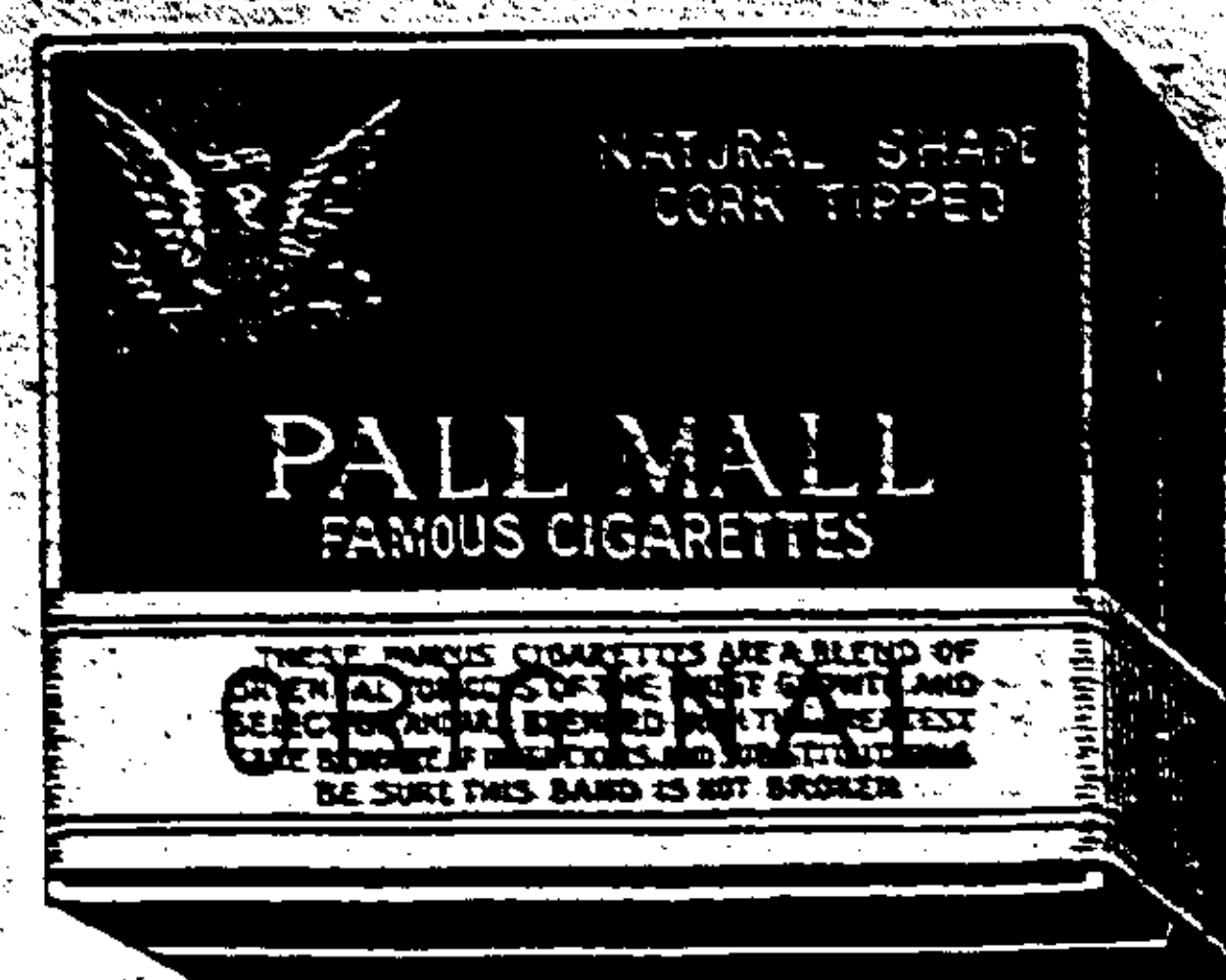
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## The Hongkong Telegraph.

HONGKONG, FRIDAY, MARCH 10, 1916.

### ROADS FOR CHINA.

No-one who knows anything about China needs to be told that, so far as means of communication are concerned, there are few countries in the world so badly off. Not only is the growth of her railway system painfully slow; there is also an almost total lack of even ordinarily decent roads. Railways, of course, are costly to build, and in China the few that have been laid down have, almost without exception, involved the incurring of obligations to foreign nations. The question thus arises whether or not China is serving her own interests by continuing this process, for if she is determined to add to her existing railroads, she must, of necessity, for very many years yet, proceed along present lines, pledging a very considerable measure of her revenues in the operation. According to Mr. Moore-Bennett, the well-known engineering expert, and authority on most things Chinese, China's needs can best be met without recourse to such costly measures, by the building of good, ordinary tractor or motor roads. Hence he heads an article which he has contributed to the *Far Eastern Review*: "Roads—the Salvation of China."

Apart from the severely practical side of the question, Mr. Moore-Bennett is at some pains in his article to show that it is to want of efficient means of communication that much of the political unrest and misunderstanding prevalent throughout the country can be traced. He says it is this circumstance which makes many of the Provinces as strangers one to another, producing narrowness of outlook and leading to lack of central control. Then he goes on to analyse the industrial aspect of the question, pointing out how the trade of the country is hampered by lack of roads and how, in consequence, the nation's revenue falls short of what it should be. The trouble is, when ordinary laymen come to deal with a matter of this kind, that they can only approach it on broad and general lines, but in this instance we have a man who knows the subject from A to Z, one who gives into the heart of the problem, even to the extent of estimating the expenditure necessary for the carrying out of his suggestions. That is a point which is seldom touched upon by advocates of greater transport facilities in China. Mr. Moore-Bennett says that tractor or motor roads have been built in India and Canada by white and native labour at a cost of from \$500 to \$750 per mile average run on long distances; but he puts forward a scheme by which, in the construction of such roads in China, the cost of labour and tools for average miles could probably be kept down to less than three thousand dollars. His idea is the utilisation of criminal labour for the purely manual work and the hiring of skilled bridge-builders, masons and carpenters as required, the cost of the latter being far lower than in most other countries.

The employment of criminals has, in the case of China, more to commend it than in most other lands, since life is held in so light esteem that countless prisoners are beheaded or shot yearly. Therefore, Mr. Moore-Bennett argues that, instead of wasting all this potential labour, the death sentence should be changed to one of life imprisonment and labour on the roads. Space forbids our going into the writer's suggestions at any further length, but enough has been disclosed to show that the course he advocates is marked by deep common-sense and a clear recognition of the country's needs. For political as well as commercial and economic reasons something must be done to meet those pressing requirements, and Mr. Moore-Bennett's proposals have the merit of being uncostly as well as intensely practical and healthily comprehensive.

### Mr. Winston Churchill.

When Mr. Churchill ceased to figure as a member of the Cabinet and took service with the army, we really did hope that we had seen the last of him in Parliament for a while; but now, it appears, he must still needs have his say. It was like him, too, to choose a time for that "say" when interruption and red-berrings across the track could least be tolerated. He is famed for possession of the thickest of skins; but even he, one would think, must have withered a little under Mr. Balfour's coldly polite scolding, if not at Admiral Maun's tart remark that he wished Mr. Churchill success in France—and hoped he would stay there. We all hope he will stay there. The British Cabinet and the British House of Commons, with all their past sins, negligences and ignorances, have always managed, hitherto, to steer clear of the pushful and "self-boasting" element which Mr. Winston Churchill has laboured so hard to introduce. We Britishers want none of these things; the traditions of our fathers are quite good enough for us. As we once before observed, the great trouble with Mr. Winston Churchill is that he was not tickled more at Harrow.

### "Definite Information."

There now appears to be definite information to the effect that "the backbone of the Turkish campaign in the Caucasus has been broken," and that Turkey is talking of a separate peace. It seems to us that there will have to be quite a deal of "talking" before any rational and realisable peace terms can be arrived at, if we bear in mind, to begin with, that Turkey is now literally over-run with German troops. It is difficult to conceive of any international tribunal that, at this stage, could force Germany to withdraw those troops and to allow the Turks to settle down and mind their own affairs. Surely the only form of "peace" thinkable at present is for Turkey to transfer her allegiance to the other side; and it would probably surprise no one were she to attempt to do so at any moment. Practically, by her own people's showing, she now has far more reason to hate Germany than to cherish enmity against Russia. And what, we wonder, will now be Bulgaria's next move?

### The War and Newspapers.

The extract which we printed yesterday from the *Daily Chronicle*, concerning the probability of smaller and dearer newspapers, in consequence of the stoppage of the exportation of pulp and paper from Sweden, shows how the war is affecting the Press. In many quarters the popular error prevails that newspapers are making a fat thing out of the war; in point of fact, the reverse is the truth. Apart from the cutting down of expenses by certain advertisers—a very short-sighted policy, by the way—the cost of production of newspapers has gone up immensely since the war. Shortly after the outbreak of hostilities, the Home papers were for a time very much reduced in size, but to-day they are again of almost normal dimensions, though in several of the Allied countries, smaller papers are still the order of the day. Taking all things into consideration, the general British public must certainly count itself fortunate in not having had its newspapers cut down in size or increased in price.

### LANGKAT OUTPUT.

Messrs. Wright and Hornby advise us that the Langkat output for the current month is as follows:—

March 1	...	Tons 176
" 2	...	163
" 3	...	177
" 4	...	181
" 5	...	177
" 6	...	176
" 7	...	172
" 8	...	173
" 9	...	148
Total to 9th inst.		1,543
Daily average		172.00

### DAY BY DAY.

ON MANY A SHIP AT RANDOM  
SENT—FINDS MARK THE ARCHER  
LITTLE MEANT—SENT.

The Weather.  
At the Peak 8 a.m. Temp. 54; heavy fog. (1915, 54 clear.)  
Lower level 8 a.m. Temp. 62; dull. (1915, 65 clear.)  
The Mails.  
Siberian Mail.—Due per a.s. Ying-chow to-day.  
Australian Mail.—Due per a.s. Nikko Maru to-morrow.  
American Mail.—Closes per a.s. Asia Maru at 9 a.m. to-morrow.  
Canadian and American Mails.—Closes per a.s. Argo Maru at 11 a.m. to-morrow.  
Siberian Mail.—Closes per a.s. Luchow at 5 p.m. to-morrow.

The Dollar.  
The rate of the dollar on demand to-day is 1:11 5/16.  
To-morrow's anniversary.  
To-morrow is the 372nd anniversary of the birth of the poet Tasso.

The Bishop.  
The Bishop of Victoria will preach on Sunday morning in the Cathedral, and at St. Andrew's, Kowloon, in the evening.

Theft from Wellington Barracks.  
A report has been lodged at the Police Station by Sergeant Major Wilson, K.S.L.I., Wellington Barracks, that between Wednesday night and Thursday morning, the store was opened by means of a duplicate key, and military boots and other stores to the value of \$75.75 were stolen.

N. Y. K. Manager.  
Mr. T. Kusumoto, Manager of the Hongkong Branch Office of the N.Y.K., who has held this post here for nearly 10 years and who has won great popularity locally, has just been promoted to an important position in the Head Office, Tokyo. Mr. B. Mori, manager at Tientsin, has been transferred to Hongkong to take Mr. Kusumoto's place.

Fire in Gage Street.  
This morning a fire broke out on the ground floor of 84, Gage Street, used by the Yee Cheong Loong firm as a mat shop. The building is one of four stories, the first three being occupied by seven families. How the fire originated, or what amount of damage was done, is not at present known. The Yee Cheong Loong firm's premises were insured for \$1,000.

St. John Ambulance Association.  
An examination in first-aid recently held at the St. Andrew's Church Hall, Kowloon, the following students were successful:—Miss Beatrice R. Ablong, Miss Hannah Evans, Mrs. Elizabeth Green, Miss Lilian Neave, Miss Mary Neave and Miss Lilian W. Tregillus. Dr. Dalmabay Allan was the Hon. Lecturer to the Class, and Dr. W. V. M. Koch acted as Hon. Examiner.

A Law Not Enforced.  
Inspector Sullivan, at the Police Court this morning, before Mr. Hazeland, in the case of a Chinese charged with taking uncovered carriages of pigs through the street, said that he had not known of a prosecution of the kind for the last 18 years; not since he was a constable at No. 7 Station. The law was that covered vans should be used in these cases, but the Government did not enforce it. A fine of \$5 was imposed.

Insufficient Evidence.  
At the Police Court this morning, a Chinese was charged with gambling in the street. A Chinese constable said he was on duty at the Supreme Court, when he saw some men gambling near Queen's Statue. He went over and they ran away. He returned to the Supreme Court, and then a European, who had caught defendant, brought him along, and said he was always gambling in the street. The defendant was discharged, as there was insufficient evidence.

Dried Tea Leaves.  
At the Police Court this morning, before Mr. Wood, Wong Fak was charged with stealing a quantity of dried tea leaves, valued at \$8.40, the property of his master, which was alleged to have been taken from a cargo boat, while lying alongside the Wing Lok Street Wharf. A second charge was also preferred against defendant of having in his possession an "offensive weapon," a knife such as is used for pocket-cutting. A remand was ordered.

### THE SITUATION IN CHINA.

Later Details of the Whampoa Affair.

Later information as to what took place at Whampoa in the early hours of Tuesday morning is as follows:—Until the Macao boat, the Wing Koo, was just off Whampoa, no suspicion entered the mind of the Chinese skipper that the seventy or eighty "reformers" on board his ship were not perfectly law-abiding travellers. But suddenly he found himself surrounded by men armed with revolvers, who told him forcibly that they would now take command and that he must run his vessel alongside the gunboat *Sui Wo*. Naturally there was panic among the ship's company, who at once decided that the armed men were pirates whose intention it was to give a repetition of the Tai On affair. It is even said that the comrades promptly handed over his keys to the stranger, and was greatly surprised when they told him that they did not want to rob, and that all that he needed to do was to keep out of the way.

As the Wing Koo came near to the gunboat, either through nervousness or through ignorance, the skipper tried to go alongside with a following tide; the result, of course, being that the current caught the Wing Koo and sheered her away. Evidently the intention was to board the *Sui Wo*, overpower her crew with threats of bomb-throwing and, having taken possession of her, to turn her guns on the Whampoa forts. Failing to board the gunboat, the "reformers" proceeded to throw bombs at her, but none of these appear to have fallen short. The Wing Koo drifted onwards and the Government sailors opened fire with rifles, not daring, however, to use a big gun, inasmuch as the Macao boat was between them and a Japanese cargo boat. Eventually she drifted ashore on one of the islands, whence she was towed off later and taken to Canton—the bulk of the armed men of course escaping.

The explanation of the local Chinese story to the effect that these men proceeded to attack one of the forts on landing, is simple. The whole performance appears to have been planned with some amount of foresight, for, as soon as the bombing of the *Sui Wo* began, an independent batch of men—some fifty in number—who had been lying in wait on shore, made an attack on one of the forts. Their assault was, it seems, quite easily repulsed by the men within and by the blue-jackets from the *Sui Wo*; and they fled in all directions.

We gather that the whole of Tuesday was occupied in the taking of the depositions of prisoners or passengers found on the Wing Koo when she reached Canton. British enquirers who went on board, found that one man had had his hand blown off while attempting to throw a bomb, and that another was badly shot through the thigh, while several more were slightly injured. An old man was found dead in a chair, presumably having expired from shock, as no mark was to be seen on him. Another man had the greater part of his head blown away by a bomb.

### SALE OF THE S.S. HAIMUN.

The Douglas Steamship Company's vessel, the s.s. Haimun, has been sold to a Chinese Syndicate. It is reported that the price paid for the boat is \$16,500. The new owners intend for the boat to trade between Hongkong and Saigon, and Saigon and Bangkok. It will be remembered that some time ago the Douglas Steamship Company bought the s.s. Haimun and it was with the view to replacing the Haimun that she was purchased. The Company's original fleet will not, therefore, be depleted by this sale.

### YACHTING.

ROYAL HONGKONG YACHT CLUB.

Races for the Commodore's Cups.  
The following are the courses for the Commodore's Cups, to be sailed for, on Saturday and Sunday, 11th and 12th inst.:—

Handicap Class.  
Saturday, March 11:—North Fairway Booy (S.), Troas Rock (S.), Channel Rock (S.). Distance, 11 1/2 miles. Preparatory gun, 2.25 p.m. Starting gun, 2.30 p.m. Time-limit, 6.30 p.m.

One Design Class.  
Saturday, March 11:—Lyemum Beacon (P.), Cust Rock Booy (P.), Mark Post on Starting Line (P.), Channel Rocks (P.). Distance, 9 miles. Preparatory gun, 2.35 p.m. Starting gun, 2.40 p.m. Time-limit, 6.30 p.m.

Handicap Class.  
Saturday, March 11:—Lyemum Beacon (P.), Cust Rock Booy (P.), Mark Post on Starting Line (P.), Channel Rocks (P.). Distance, 9 miles. Preparatory gun, 2.45 p.m. Starting gun, 2.50 p.m. Time-limit, 6.30 p.m.

Cruiser Class: Chinese Rig and English Rig.  
Sunday, March 12:—Adamastor Rock (S.). Distance, 23 miles. Preparatory gun, 10.25 a.m. Starting gun, 10.30 a.m. Time-limit, 6.30 p.m.

### LOCAL WEDDING.

Mr. Charles Miller—Miss F. V. Dening.

On Tuesday last, the marriage was solemnised at St. Andrew's Church, Kowloon, of Mr. Charles Miller, of the Naval Ordnance, Hongkong, and Miss Flora V. Dening, of 2, Humphreys Avenue, Kowloon. The Rev. N. C. Pope officiated, while Mr. James Tervan acted as best man, and Miss E. Stanley Smith as bridesmaid. The bride's dress was of white silk Japanese crepe, trimmed with Brussels point lace, and her tulle veil was draped over a wreath of orange blossoms. She wore a diamond and pearl brooch, and carried a bouquet of white roses, both gifts of the bridegroom. The bridesmaid was dressed in a blue cloth costume, with hat of velvet of a lighter shade, and her pearl brooch and bouquet of pink roses were gifts of the bridegroom. As the bride entered the church on the arm of Mr. H. J. Stanley, of the Naval Ordnance, Mr. G. Grimbles, who presided at the organ, played the Wedding March from "Lohengrin", and, during the signing of the register, he gave, by special request, a beautiful rendering of "Oh! Star of Eve" from "Tannhauser", concluding the service with Mendelssohn's Wedding March. Mr. and Mrs. Miller left by the midday train for Canton, where the honeymoon is being spent. The bride's travelling dress was of mole-coloured cloth, with which was worn a hat of the same shade, lined with vieux-rose.

### THE TENNIS TOURNAMENT.

Two contests in the Tennis Tournament were decided yesterday afternoon. The courts were in good condition and the quality of the play seen, was of a high standard. The results were:—

Mixed Doubles Handicap.—Capt. and Mrs. Hammond (owe 3-6) beat Mr. and Mrs. N. L. Smith (owe 5-8), 6-2, 6-2.  
Handicap singles.—P. S. Leigh-Bennett (owe 15-2) beat C. F. Lubatti (owe 1-6), 6-3, 6-0.

Quite a number of games were fixed for this afternoon, but rain falling this morning, it was doubtful whether these would be played off. Among those games fixed for to-morrow are the following:—Handicap Doubles.—Messrs. H. O. Sandford and L. N. Murphy (each owe 1) v. Messrs. P. S. Cassidy and A. Morse (receive 15/3); Championship Singles.—Mr. F. A. Redmond v. Mr. V. A. Yvanovich; and, in the same competition, Mr. W. L. Wei v. Lieut. O. R. Hamilton.

### HONGKONG FOOTBALL LEAGUE.

Interesting Matters Discussed.

At a meeting of the Hongkong Football League, which was held last evening at Victoria Barracks, and at which Mr. W. H. Vivesah, president, an explanation was given regarding the failure of the Lam Loong team to appear in their fixture with the Staff and Departments and an offer was made by the Secretary of the Club, Mr. J. Anderson, to give the points to the Staff and Departments. It was decided that this offer should be accepted and that in the circumstances, no fine be imposed.

It was reported that a number of fixtures for race week were not played for various reasons and in the whole of these cases it was ordered that they should be re-arranged.

Leave to withdraw from the League was sought by the Hongkong University owing, it was said, to the pressure of duties, and it was decided that the Secretary should call their attention to Rule 10.

With regard to the provision of medals, it was stated by the Secretary, that over \$150 would be available for the purpose. It was decided that \$60 be voted for medals for the winners of the Senior Division, \$50 for the winners of the Second Division and \$39 for the runners up.

It was stated by the Hon. Secretary that they would shortly be losing valuable services of their Vice-President (Mr. Vivesah), who was leaving before the end of the month for Home to join up for active service. Mr. Pennell said that Mr. Vivesah was one of the few civilians who took a really keen interest in football organisation in Hongkong, and his place would be extremely difficult to fill. They all hoped he would come through safely, and that they would once again find him back amongst them when the war was over. It was decided that the League's appreciation of Mr. Vivesah's services be put on record in the minute-book. Mr. Vivesah replied.

### POLICE RESERVE ORDERS.

Orders issued to-day by Mr. F. C. Jenkin, D. S. P. (Reserve) state:—

Drill Cup.  
A number of men have absented themselves from Platoon Parades without leave. They will be dealt with as defaulters after the Competition.

Team Commanders will parade under the D. S. P. at Central Station at 3.0 p.m. on Saturday, March 11th, for instruction as to this event.

Platoon Parades.  
Monday, March 13th:—No. 1 Co. (1) and No. 2 Co. (4) at Central. No. 2 Co. (1 and 2) at St. Joseph's College.

Tuesday, March 14th:—No. 1 Co. (3 and 4) at Central. No. 2 Co. (3) at St. Joseph's College.

Wednesday, March 15th:—No. 3 Co. (2) and No. 2 Co. (4) at Central.

Thursday, March 16th:—No. 1 (1) and No. 3 Co. (1) at Central. Friday, March 17th:—No. 3 Co. (3 and 4) at Central.

N. B.—Platoon Numbers in brackets.

Mounted Police.  
Sunday, March 12th:—All members will report in mufti to the Riding Master at the Stables at 4.00 p.m. sharp.

All applications for leave, etc., must be made to the Riding Master (Tel. 208) and not to this Office.

Peak Patrols.  
On and from Monday, March 13th, Peak Patrols will report to Staff Inspector Wilden, Government Villas, 79, the Peak.

Contractor Robbed.  
A complaint has been laid at the Police Station by a Chinese contractor to the effect that he was attacked at 5.30 p.m. yesterday and robbed of \$27.50 while on his way from Leichikok to Sai Kwok. He says three men came up from behind and struck him with bamboo before robbing him.



## A MINISTRY OF COMMERCE.

## Future of British Trade.

A meeting called at the suggestion of the London Chamber of Commerce and other associations, was held at the Guildhall last month to consider measures which should be taken after the war, for the promotion of trade and commerce, and to deal with the subject of industrial employment.

The Lord Mayor presided, supported by the Sheriffs and many members of the Corporation, and those present included many representatives of Chambers of Commerce, Mayors, and Lord Provosts, bankers, merchants and business men. Among those on the platform were—

Lord Desborough, Lord Ritchie, Lord Rotherham, Lord Darnley, Lord Joicey, Lord Hollenden, Lord Southwark, Lord Burnham, Sir Thomas Mackenzie, the Hon. W. P. Schreiner, the Lord Provost of Glasgow, Aberdeen, and Dundee, the Lord Mayors of Birmingham, Hull, Bristol, and Bradford, Sir Algernon Firth, Sir George Pragnell, Mr. Lionel A. Martin, Mr. Stanley Machin, Sir G. W. Truscott, Sir Walter Wilkin, Sir Horace Marshall, Sir E. E. Cooper, Lieutenant-Colonel Sir John Humphrey, Mr. C. A. Hanson, Mr. E. C. Moore, Sir F. L. Cook, Sir Walter Townley, Sir William Plender, Sir Owen Phillips, Sir C. J. Owens, Sir George Alexander, Sir G. H. Ryan, Sir N. Nathan, Sir Robert Parks, Sir B. A. Robinson, Sir W. McCormick, Sir W. P. Hartley, Sir Samuel Fairs, Sir Lucas Ralli, Sir Ernest Clarke, Sir W. H. Treacher, Captain Sir H. Acton Blake, Sir Roper Parkington, Sir Thomas Fink, Sir C. S. Henry, M.P., Sir Croydon Marks, M.P., Sir Rortescue Flannery, M.P., Sir Maurice Levy, M.P., Sir E. Golding, M.P., Mr. E. Parkes, M.P., Mr. O. T. Needham, M.P., Mr. John Hinds, M.P., Mr. A. C. Morton, M.P., Colonel Weston, M.P., Mr. E. R. Barley-Denniss, M.P., Mr. Miller Wilkinson, Mr. S. Kinnow, the Agents General for Western Australia, Victoria, Tasmania, British Columbia, Prince Edward Island, Nova Scotia, New South Wales, Alberta, and South Australia, and the Consul-General for France, Russia, and Belgium.

The Lord Mayor read a message from Lord Derby expressing regret that he was unable to be present and adding that he was in hearty agreement with all the resolutions to be put before the meeting. Mr. Andrew Fisher sent a message declaring himself "heart and soul with all the meeting symbolizes."

In moving the first resolution, which expressed loyalty to the Throne and confidence in final victory, the Lord Mayor said he thought they must ensure that whatever happened, the relations—the misguiding relations—which existed before the war between ourselves and those who were now our enemies should never again prevail. They must see that in trade and commerce after war, the relation between ourselves and our great Dominions beyond the seas were improved, increased, and fortified, and that the most friendly arrangements were made between our devoted Allies and the Empire, by which their trade with us, and ours with them, was welcomed with open hands and freed from all unnecessary obstacles or artificial impediments.

Sir George Pragnell said our technical and commercial education must be remodelled if the English race was to keep its position. They wanted the world, and especially their enemies, to know that above everything else, they placed the smashing of Germany, both as a maritime power and as a commercial competitor. The Consular service ought to be composed of our best educated and most practical business men, who should be paid good salaries, with a commission or bonus on the increase in British trade. Their recommendations were as much in the interests of the working classes as in their own. So far as he could speak for them all were united in placing their trust not only before politics but before profits as well. The resolution was carried unanimously, and the National

Anthem was sung, led by Mrs. Kirby Lenn.

Sir Algernon Firth (President of the Association of Chambers of Commerce) moved—

"That in the opinion of this meeting it is desirable that immediate steps be taken by His Majesty's Government, Chambers of Commerce, and other kindred associations, throughout the country, to formulate in close co-operation adequate action for the defence and improvement of trade and employment after the war, and with this object in view, this meeting suggests full discussion of the fiscal, legislative, and voluntary efforts which ought to be made, and of the concentrated action and decisions which must be taken; and recommends the establishment of a Ministry of Commerce to carry out a constructive commercial policy for this country."

He said the President and officials of the Board of Trade had every desire to promote trade, and within their powers were efficient; but they had many functions and were choked with administrative work. Frequently since 1869 Chambers of Commerce had urged the appointment of a Ministry of Commerce. Twice a resolution in its favour had passed the House of Commons, and in 1905 a Bill was introduced in the King's Speech. This great war had found us in a chaotic position in regard to commercial matters. Too long had we gone on in this haphazard fashion. It was our duty to lose no time in formulating a policy.

It was essential to have a new Minister who would gather round him men of experience and judgment; and confine himself to steps to be taken after the war for development of trade. If steps were taken in time, there would be no reason to apprehend unemployment to any very serious extent. Employers would have to face heavy depreciation in values, but there was no reason why they should recoup themselves by a general lowering of wages. Let the Government face the situation, provide the machinery, trust business men more than they had in the past, and they would find their confidence justified.

Mr. Lionel Martin (chairman of the Council, London Chamber of Commerce), in seconding the resolution, advocated reciprocal trade relations with our Dominions and Colonies and preferential treaties with our Allies.

The resolution was unanimously adopted. Lord Desborough moved— "That steps be taken by means of close co-operation to improve the commercial relations between the United Kingdom, His Majesty's Dominions beyond the seas, and our Allies, and also to make certain that Germany and her Allies shall not be able again to acquire a undue influence upon trade and employment in the British Empire."

Lord Hollenden (President of the Wholesale Textile Association), in seconding, said he remembered sitting next to Mr. Gladstone at a luncheon 40 years ago, when the subject of the employment of German clerks came up. Mr. Gladstone expressed a fear that this matter would present difficulties if continued in the future; but the danger then seemed so remote that no action was taken. He was afraid they had been either too self-confident or too lazy, but they must now try to set their house in order.

The appointment of a deputation to bring the resolutions before the Prime Minister was moved by the Lord Provost of Glasgow, who suggested that working men should be included. Referring to the Clyde, he observed that all the men wanted was lead, and it was only within the last day or two that they had had it. They were now going to do all they could to help with regard to munitions.

Mr. Neville Chamberlain, Lord Mayor of Birmingham, in seconding the resolution, which was carried, suggested that they should take with them on the deputation, the approval of Labour, and that they should include representatives of Labour on the organizing committee. After all, Labour was even more interested than they were in this question. The working classes in the last 17 months had accustomed themselves to a rate of wages and a standard of living

## INTERESTING POLICE CASES.

## Constable Who Wanted a Medal!

Before Mr. Hazland, at the Police Court this morning, a Chinese was charged with stealing a quantity of pinewood.

Defendant, who was very deaf, said he was a coolie and was forced to carry the wood. The man who forced him, struck him on the legs, and he was covered with bruises, and some of his teeth were knocked out. The constable came along and made him carry it; then he arrested him because he wanted to earn a medal—(Laughter).

The case was remanded so that the allegations against the constable could be enquired into.

## A Bitter Bit.

P. C. Andrew summoned a Chinese at the Police Court, this morning, for causing an obstruction in Great George Street, by placing several hundred bags on the footpath.

Defendant said he had received instructions from his employer. The employer, a Chinese in European dress, who lounged up to the solicitor's and pressmen's table, and who was smartly told by his Worship to stand properly, said this thing had been going on for years.

Inspector Sim said the first defendant himself had complained of sugar baskets belonging to another man being placed on the footpath. He would like the practice to be stopped altogether. Mr. Hazland discharged defendant with a caution.

## A Tall Story.

Before Mr. Hazland, at the Police Court this morning, Inspector Sim charged a Chinese with being in unlawful possession of two sockets of brass and several rivets.

A laking said he saw the man walking in the street with the articles and asked him where he got them. Defendant replied that he did not know.

His Worship—He says now he got them from a small boy. Defendant—The laking never mentioned anything about the brass.

The owner—Defendant said he bought it from a small boy. His Worship said the man must know that a lot of this stuff was stolen. It was stolen property, and he knew it. He would be sent to prison for 14 days' hard labour.

## Thefts in Installments.

A charge of stealing two umbrellas, valued at \$3.35 each, and a raincoat valued at \$4, was preferred against a Chinese, at the Police Court this morning, before Mr. Wood. Sergeant Cocks said that defendant was a nephew of one of the complainants, and lived at the same house. The umbrellas had been taken at different times, one from No. 50, Caine Road, where he had been living, and one from No. 313, Des Voeux Road. The raincoat was now somewhere in the country. A remand was ordered until Monday.

which all would desire to see maintained, but which would be extremely difficult to preserve unless there was more than sufficient employment for all who required it. He, therefore, hoped, bearing in mind that Labour sometimes found a way to the hearts of Ministers who were obdurate in the face of the most distinguished employers, that Labour might be taken into their own councils and the council chambers of Ministers. "It has been justly said," he concluded, "that this is not a tariff reform meeting, but I trust that as the son of a man who in this building once begged his countrymen to think Imperially (cheers) I may be permitted to express my satisfaction at being present at this great gathering, with whose objects and whose spirit he would have found himself so entirely in accord." (Cheers.)

## DAIRY FARM NEWS.

## SAUSAGES.

We invite you to inspect the variety of Sausages we have

ALL READY FOR YOUR TABLE,

OXFORD SAUSAGES.

TOMATO "

POLONY "

BOLOGNE SAUSAGES.

TONGUE "

BLOOD "

LIVER SAUSAGES, &c., &c., &c.

All made on our own premises by our own European Expert.

## MOTOR DRIVER FINED.

## Indian Constable Knocked Down.

Before Mr. Hazland, at the Police Court this morning, a Chinese named Lo Shing, a motor driver, employed by the Far East Motor Car Co., was charged with driving at a speed dangerous to the public.

Inspector Sim said that an Indian constable was on duty directing the traffic near the Methodist Church in Queen's Road East, Wanchai, on February 22. Defendant was driving around the corner, and his car struck the constable on the right leg, knocking him down. The constable was nine days in hospital, and his leg was still swollen. From what he could gather, defendant was taking the corner too quickly, but it was a very nasty place to get round.

Defendant said there was a hill there, and he was going down slowly. The constable was directing a ricksha when another car appeared, going to the Races. The constable backed out of the way of the car, and got in the way of defendant's car.

The Indian constable said that when defendant knocked him down he drove straight on and did not stop. In consequence of the accident, he was in hospital for nine days.

Defendant said he did stop when he knocked the constable down; he did not drive straight on at all. It was all a pure accident.

His Worship said he was of opinion that not only did the defendant drive the car at a dangerous speed, but also that he should have taken more care in going round a corner like that. He would be fined \$25, or one month's imprisonment.

## TWO BLACK EYES.

## Aggressor Says One Was "an Accident."

Bearing obvious evidences of having been soundly beaten, and, when before Mr. Hazland, at the Police Court this morning, taking good care to throw open his coat so as to reveal a vest well bespattered with blood, a Chinese to-day summoned another for assault. Both complainant's eyes were of a hue which told their own story, while his nose was sadly out of place.

Complainant said defendant owed him \$5, and he asked him for it, but was met with a refusal to pay. Then a difference arose as to who should weigh some rice, defendant being told by complainant that as he had taken the order, he should carry out the rest of the business. Apparently defendant resented this, for he got very angry and struck him.

Defendant admitted striking complainant, but said he only gave him one black eye.

His Worship—But he has got two.

Defendant—Oh well, the other was an accident.

The two men were bound over in the sum of \$100 each.

## HONGKONG ROPE MANUFACTURING CO., LTD.

## Proposed Dividend and Bonus.

The General Managers and Consulting Committee of the Hongkong Rope Manufacturing Co., Ltd., will, at the forthcoming meeting of shareholders, to be held on 25th instant, recommend the following allocation of profits—

To place to Reserve Fund	\$80,000.00
To pay a Final Dividend of \$1.00 per share	60,000.00
To pay a Bonus of \$1.00 per share	60,000.00
To pay a Bonus to staff at Factory	3,210.00
To carry forward	41,864.94

## PASSENGERS ARRIVED.

Per s.s. Kaga Maru from Kobe on 9th March—  
Rayson Mr G.  
Per s.s. Chinha from Philippine Island on 10th March—  
Jones H V  
Kosaka L J  
Lawrence Mr G  
Mrs S S  
Moore S J

## TO BE SHOT AT SUNRISE.

would seem a welcome relief to many who suffer the red hot pain thrusts of neuritis.

These are the hopeless torturing wracked beings who live in the shadow of constant dread of the stabbing, twisting, unbearable sudden pains and spasms of neuritis.

It has cured so many others it will do the same for you.

Sold at Rs. 1 per bottle.

Agents for Hongkong.  
Messrs. A. S. WATSON & Co. Ltd.

## TO-DAY'S ADVERTISEMENT.

## HONGKONG CLUB NOTICE.

THE THIRTIETH YEARLY General Meeting of the Members of the Hongkong Club, will be held in the Club House, on MONDAY, the 27th March, 1916, at 5.30 p.m.

By Order,

E. DES VOEUX,  
Secretary.  
Hongkong, 10th March, 1916.

## HONGKONG CLUB NOTICE.

THE TWENTY-NINTH HALF YEARLY Drawing of 65 Debentures (1896 issue) of the Hongkong Club, Payable on FRIDAY, the 21st March 1916, will be held in the Club House at 11 o'clock a.m. on FRIDAY, the 24th March, 1916.

Bearers of Debentures are invited to attend the Drawing.

By Order,

E. DES VOEUX,  
Secretary.  
Hongkong, 10th March, 1916.

GLEN LINE  
(McGREGOR, GOW & Co.) Ltd.  
For Genoa & London

The s.s. "GLENIFFER"

Captain J. McGregor, will be despatched for above ports about Middle of May 1916. For freight, passage and further information, apply to SHEWAN TOMES & Co., Agents.

## HENRY HEATH HATS

FELT  
TERAI  
AND  
STRAW

NEWEST SHAPES NOW SHOWING AT

MACKINTOSH & CO. LTD.

Men's Wear Specialists,

16, DES VOEUX ROAD.

## COLUMBIA

GRAND OPERA RECORDS

D5503 CARMEN "Flower Song" — A. Bendinelli.  
D5510 MIGNON "Addio" — — — — —  
D5522 FAUST "Jewel Song" — — — — —  
D5522 FAUST "C'est un re di Thule" — — — — —  
D5503 TRAVIATA "Ah! fors'è lui" — — — — —  
D5503 TRAVIATA "Sempre libera" — — — — —  
D5503 AMICO FRITZ "Son Pochi" — — — — —  
D5503 MADAM BUTTERFLY "Un Bel" — — — — —  
D5551 PAGLIACCI Duet part 1 — — — — —  
D5551 PAGLIACCI Duet part 2 — — — — —  
D5553 BARBER OF SEVILLE "Se il mio" Paganelli  
D5553 BARBER OF SEVILLE "Ecco l'idente" — — — — —

ANDERSON MUSIC CO., LTD.

6, DES VOEUX ROAD

Tel. 1332

## WM. POWELL, LD.

JUST ARRIVED!

SMART MODELS

IN

LADIES'

WHITE SHOES.

FOR THE COMING SEASON.

## D. J. McCALLUMS

PERFECT



## SHIPPING

# THE PENINSULAR AND ORIENTAL S. N. CO. ENGLISH MAIL.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

For	Steamers	To Sail On	Remarks
SHANGHAI, Moji, Kobe and Yokohama	Malta Capt. C. C. Talbot	about 16th Mar.	Freight & Pass.
L'DON & Bombay, Spore, Penang, Cebu, Port Said & Marseilles	Novara Capt. H. R. Hetherington, R.N.R.	about 24th Mar.	Freight & Pass.
SHANGHAI, Moji, Kobe and Yokohama	Nagoya Capt. Garwood, R.N.R.	about 25th Mar.	Freight & Pass.
L'DON via Spore, Penang, Colombo, Port Said and Marseilles	Nore Capt. D. Ashbury	about 30th Mar.	Freight & Pass.

All steamers are fitted with Wireless Telegraphy.

For Freight or Passage, apply to

P. & O. S. N. Co.'s office, Hongkong, 10th March, 1916.  
E. V. D. Parr, Acting Superintendent.

## CANADIAN PACIFIC

OCEAN SERVICES, LIMITED.  
(PACIFIC SERVICE)

FROM CHINA & JAPAN TO CANADA, UNITED STATES & EUROPE VIA VANCOUVER.

CALLING AT SHANGHAI, NAGASAKI (Inland Sea), KORE AND YOKOHAMA. In connection with the CANADIAN PACIFIC RAILWAY CO.

## QUICKEST TIME ACROSS THE PACIFIC

"EMPRESS OF RUSSIA"—"EMPRESS OF ASIA"  
16,850 Tons Gross Register—Quadruple Screw—Speed 21 Knots.  
"EMPRESS OF JAPAN"—REDUCED FIRST CLASS FARES.  
"MONTEAGLE"—INTERMEDIATE.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO CHANGE.

"EMPRESS OF RUSSIA" 22 MARCH	"EMPRESS OF RUSSIA" 17 MAY
"EMPRESS OF JAPAN" 5 APRIL	"EMPRESS OF JAPAN" 31 MAY
"EMPRESS OF ASIA" 19 APRIL	"EMPRESS OF ASIA" 14 JUNE
"MONTEAGLE" 26 APRIL	"MONTEAGLE" 28 JUNE

\* Calls at MOJI instead of NAGASAKI.

For further information, Sailings, Guide Books, etc., please apply to J. H. WALLACE, General Agent.

## BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

The S.S. "Itola," tons 5,257, Capt. R. S. B. Butler, will be despatched for Shanghai, Moji & Kobe on the 14th March.

The above steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, Mar. 1, 1916.

Agents.

## "ELLERMAN" LINE. (ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS TO UNITED KINGDOM AND CONTINENT.

For LONDON, Steamers proceed via Suez Canal or Cape of good Hope at Owners' option.  
Subject to change without notice.  
For rates of freight and further information apply to

THE BANK LINE, LTD.,

General Agents,

or to REISS & Co. Canton Hongkong, 18th Feb. 1916.

## KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO.)  
The s.s. "S JACOB"

This vessel plies regularly between HONGKONG & BELAWAN DELI (Sumatra) via Swatow.  
Next departure from Hongkong: March 24, 1916.

This vessel has excellent saloon accommodation for a limited number of passengers, is fitted with all modern conveniences and carry a duly qualified surgeon.

For freight and passage apply to:

York Building, Tel. 1574 & 1575. JAYA-CHINA-JAPAN LIJN.  
Agents.

## SHIPPING

# NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Destination.	Steamers.	Sailing Date
L'DON via Singapore, Malacca, Penang, Colombo, Durban, Cape Town, Tenerife.	Miyazaki Maru Capt. Teranaka	T. 15,000 {SUN., 26th Mar. at noon.
VICTORIA, B.C. and SEATTLE via Shanghai, Moji, Kobe, Yokohama, and Yokohama.	Yokohama Maru Capt. Shinohara Sado Maru Capt. Murazumi	T. 12,500 {WED., 15th Mar. at noon. T. 12,500 {TUES., 4th April, at noon.
SYDNEY & MELBOURNE via Manila, Thursday Island, Townsville and Brisbane.	Tango Maru Capt. Takano Nikko Maru Capt. Takeda	T. 13,500 {TUES., 14th Mar. at 4 p.m. T. 9,600 {FRI., 14th Apr. at 4 p.m.
CALCUTTA via Spore, Penang & Rangoon.	Kaga Maru Capt. Tsuda	T. 12,000 {SUNDAY, 12th March.
BOMBAY via Singapore, Malacca and Colombo.	Yokohama Maru	T. 8,000 {TUESDAY, 28th March.
SHANGHAI and Kobe.	Bombay Maru Capt. Kobayoshi	T. 8,000 {TUESDAY, 14th March.
SHANGHAI Kobe and Yokohama.	Colombo Maru Capt. Nomura	T. 8,000 {FRIDAY, 24th March.
NAGASAKI, Kobe & Yokohama.	Nikko Maru Capt. Takeda	T. 9,500 {SUN., 12th Mar. at 10 a.m.
SHANGHAI, Kobe and Yokohama.	Fashimi Maru	{TUES., 14th Mar. at 10 a.m.

\* Fitted with wireless telegraphy.

SOME PRINCIPAL FARES.

To London 1st Single Yen 600. To Marseilles 1st Single Yen 550.—	Return " 900. " Return " 825.—
" 2nd Single " 400. " 2nd Single " 360.—	Return " 605. " Return " 550.—
To London, Southampton, Liverpool via New York \$60.13.0	Montreal \$60.3.0
To Victoria, Vancouver, Seattle, 1st Single \$30.	1st Return \$45.
To Sydney, 1st Single \$40. To Melbourne 1st Single \$41.	1st Return \$72.
To Yokohama, 1st Return \$130. To Kobe 1st Return \$135.	2nd " \$90. 2nd " \$83.

Round-the-World, Yen 1,045.

For further information apply to

Telephone No. 232.

T. KUSUMOTO, Manager.

## TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leave Hongkong
Anjo Maru**	18,500 - 15 knots	Sat. 11th March
Shinyo Maru	22,000 - 21 knots	14th Mar. at noon.
Kwanio Maru	22,000 - 21 knots	Wed. 29th Mar. at noon.
Chiyo Maru	22,000 - 21 knots	8th Apr. at noon.
Persia Maru†	9,000 - 15 knots	21st Apr. at 10.30 a.m.
Tenyo Maru	22,000 - 21 knots	3rd May.

\* Cargo only. † Via Manila Omitting Shanghai.

\*\* Proceeding to South America Ports.

First Class to London.....\$71.10. Return (6 months) \$120.

First Class to New York.....\$70. Return \$120.

Special Rates given to MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD. Despatched in Connection with all the Principal

Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, SAN FRANCISCO, HONOLULU, HILO, LOS ANGELES, SALINA CRUZ, PANAMA, CALLAO, IQUIQUE and VALPARAISO. THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES, ETC.

Steamer	Tons & Speed	Leave Hongkong
Anjo Maru	18,500 - 15 knots	11th March.

For Full Particulars as to Passage & Freight, apply to

K. DOI, Acting Agent.

KING'S BUILDINGS.

## JAVA-PACIFIC LIJN.

Regular Monthly Service between

JAVA, MAKASSAR, MANILA, HONGKONG AND SAN FRANCISCO.

Sailing Subject to Change Without Notice.

Steamers	From	Expected	Will Leave	For
Karimoon	JAVA	9th Mar. 1916.	13th Mar. 1916.	San Francisco.
Tjikembang	JAVA	7th Apr. "	11th Apr. "	do
Arakan	JAVA	8th May. "	12th May. "	do

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all Overland Common Points in the United States of America and Canada."

For particulars of Freight and Passage, apply to—

JAYA-CHINA-JAPAN LIJN.

Hongkong, York Building

Managing Agents.

## SZE YAP S.S. CO., LTD. HONGKONG, CANTON, MACAO & KONGMOON STEAMERS.

HONGKONG-CANTON LINE.

S.S. TAI LEE: CAPT. LOUSSIS.

HONGKONG TO CANTON 9.00 a.m. CANTON TO HONGKONG 5.00 p.m.

EXCURSION TO MACAO EVERY SUNDAY.

S.S. ON LEE: CAPT. HUGHES.

HONGKONG TO MACAO 9.00 a.m. MACAO TO HONGKONG 4.00 p.m.

HONGKONG-KONGMOON LINE.

S.S. ON LEE: CAPT. HUGHES & S.S. SHAN LEE: CAPT. SCOTT.

HONGKONG TO KONGMOON 6.30 p.m. KONGMOON TO HONGKONG 5.30 p.m.

GOOD MEALS AND EVERY COMFORT

MANAGERS.—J. C. LAW

JIM KAI.

Tel. No. 237.

## SHIPPING

# CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	Luchow	12th Mar. at 4 light
TIENSIN	Huichow	13th Mar. at 3 p.m.
MANILA, CEBU & ILOILO	Chinhua	14th Mar. at 4 p.m.
SHANGHAI	Linan	14th Mar. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"  
MANILA LINE—Twin Screw Steamers "Chinhua," "Taming," and "Tea." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tea."  
SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.

"S.S. Anshui," "Chenai," "Luchow," "Yingchow," "Shantung," and "Sinking," with excellent accommodation, electric light and fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.  
For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 36.  
Hongkong 10th March, 1916

## JAVA-CHINA-JAPAN LIJN.

Regular Fortnight Service between

JAVA CHINA and JAPAN.

Steamer From Expected on or about Will leave on or about To

\* Wireless Telegraphy.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building. [15]

## THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA.

(SUBJECT TO ALTERATION WITHOUT NOTICE.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
St. Albans	14th Mar.	16th Mar. at 11 a.m.
Empire	6th Apr.	8th Apr. "
Eastern	14th Apr.	16th Apr. "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

† All Steamers Fitted with Wireless Telegraphy.

For further particulars, apply to

Gibb, Livingston & Co.,

## DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for first Class Passengers, Electric Light and Fans in staterooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haihong	J. W. Evans	FRI. 10th Mar. at 2 p.m.
Haitan	J. S. Thomson	TUES. 14th Mar. at 2 p.m.
Haiching	W. C. Passmore	FRI. 17th Mar. at 2 p.m.

For Amoy Passengers only.

"Arrivals and Departures from the Company's Wharf (near Blake Pier)."

For Freight and Passage, apply to

Douglas LaPraik & Co.,

General Managers.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong—(Subject to Alteration).)

For	Steamship	On
MANILA	Loongsang	Sat. 11th Mar. at 3 p.m.
SHANGHAI via Swatow	Wongsang	Sun. 12th Mar. at 4 light.
SHANGHAI	Wosang	Tues. 14th Mar. at 4 light.
TIENSIN via W'wei	Chipsang	Wed. 15th Mar. at 4 light.
SPORE, Pang & Cebu	Fooshing	Wed. 15th Mar. at 3 p.m.
SANDAKAN	Mausang	Fri. 17th Mar. at noon.
MANILA	Yunsang	Sat. 18th Mar. at 3 p.m.
SPORE, Pang & Cebu	Suisang	Sat. 18th Mar. at 3 p.m.
SPORE, Pang & Cebu	Laisang	Tues. 21st Mar. at 3 p.m.

Return Tours to Japan.  
The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.  
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.  
† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dalny, Weihaiwei.

† Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.  
For Freight or Passage.

Apply to JARDINE, MATHESON & CO., LTD.  
Telephone No. 215. General Managers.

## LOG BOOK.

Shipping Losses in January. It is officially stated that during January, sixty-nine British vessels were lost, with the loss of 451 lives. The casualties include 419 in steamers sunk by enemy warships.

Reward for Gallantry. The Imperial Merchant Service Guild have received from the Royal Humane Society their bronze medal and diploma on vellum for presentation to Mr. Thos. Alexander, second officer of the steamship Stanlake, of London, who jumped overboard in a heavy and confused sea in the English Channel and endeavored to save the life of an able seaman named Henry McQuirk.

Shipbuilding in Canada. According to information received at the office of the High Commissioner in London for Canada, from the Minister of the Interior at Ottawa, the British Columbia Manufacturers' Association is about to form a joint stock company to carry on shipbuilding. It is proposed to construct 15 ships immediately at shipyards in Vancouver, Victoria, and Prince Rupert.

Outboard Motors. As showing the growing popularity of the outboard motor, the *Journal of Commerce* mentions that Messrs. W. S. Pollock and Co., Glasgow, the British representatives of the Ferro engine, have just supplied to owners in the Island of St. Kilda, which is furthest away from the mainland of Scotland, a small set for service. Outboard motors, and especially of the Ferro and Waterman type, are finding favour with owners of both small commercial and pleasure craft. The Ferro engine is employed by not only the British Government, but twenty-one other Governments as well. The latest Ferro outboard set is fitted with magneto ignition, and is a portable installation which most undoubtedly find increasing favour for the small fry carried aboard ships of the Mercantile Marine.

The Sinking of the s.s. Nile. The Mitsui Bishi Dockyard is engaged in the task of recovering Y. 3,000,000 from the sea. It will be remembered, says the *N. C. Daily News*, that in the spring of last year, the P. & O. s.s. Nile sank off Iwa-jima, Suifu province, in the Inland Sea. The water at this spot is 30 fathoms, and salvage was despaired of. Mr. Yamashina Reizo, however, according to the *Mitsui* bought the ship, as she lay, for P. 9,000. He tried to refloat the steamer, but only succeeded in recovering about 800 bales of Shanghai cotton. He therefore sold the steamer to the Mitsui Bishi Dockyard for Y. 12,000. The Dockyard set about salvage operations on a large scale, and is said to have already expended Y. 350,000 on preliminaries to the work. If the Nile is successfully refloated, the Dockyard is expected to make over Y. 3,000,000 at the present high prices of steamers. But she will need a lot of refitting after such a prolonged immersion.

Merchant Service Casualties. In the House of Commons recently, Mr. Peto asked the President of the Board of Trade, if he would publish a list of casualties occurring in the merchant service from time to time; and the number of such casualties which have occurred since the commencement of the war. Mr. Petyman replied:—At the beginning of each month the Board of Trade issue a notice to the Press, giving the number and net tonnage of British merchant vessels respecting the loss of which reports were received during the previous month, and also giving the number of lives lost. The vessels and lives lost by enemy action are distinguished in this notice. The number of masters, officers, and seamen belonging to merchant trading vessels reported to the Board of Trade as having lost their lives by enemy action between Aug. 4, 1914, and Nov. 30, 1915, was 1,073. I regret that I cannot give precise figures as regards the number of men injured. Mr. Peto asked whether steps would be taken to give national recognition in some form to the great services and sacrifices of the merchant service in the war.

Oysters, Fresh, Fried or Stewed. Pindon, Haddock, Lobster, etc. ALEXANDRA CAFE.



## SHIPPING



# R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.  
Subject to change without Notice.

## HOMEWARD.

For Steamer Date of Departure.

## TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE,  
TACOMA AND PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 10. Agents.

## CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

## S.S. CHINA

WILL SAIL FROM HONGKONG FOR

### SAN FRANCISCO

VIA SHANGHAI, NAGASAKI AND HONOLULU.

APRIL 18 - JUNE 21 - AUGUST 25.

AN UNSURPASSED HIGH CLASS PASSENGER  
SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent,  
Prince's Building, Ice House Street.

## CONSIGNEES

EAST ASIATIC COMPANY,  
LIMITED,  
COPENHAGEN.

## NOTICE TO CONSIGNEES

THE Motor Ship

"CHILE"

having arrived. Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 14th of March will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th of March at 10 a.m.

All claims must reach us before the 21st of March 1916, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

THORESEN & CO.

Agents.

Hongkong, 7th March, 1916.

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP

COMPANY, LTD.

AND

CHINA MUTUAL STEAM

NAVIGATION CO., LTD.

Consignees per Co.'s Steamer

"TELESIA"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after 8th March.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10-45 a.m. and noon.

No claims will be admitted after the goods have left the steamer's Godown, and all Goods remaining undelivered after the 14th March will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 23rd March, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 7th March, 1916.

## CONSIGNEES

TOYO KISEN KAISHA.

From SAN FRANCISCO, via  
HONOLULU, JAPAN PORTS  
and MANILA.

s.s. "SHINYO MARU."

The above named Steamer having arrived, Consignees of cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on March 9th at noon, will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown. Storage charges will be assessed on all Goods remaining undelivered on March 14th at 5 p.m.

No Fire Insurance whatever will be effected.

No Claim will be recognised after the Goods have left the Steamer or Godown.

All chafed and damaged cargo will be landed into the Godown, where they will be examined on March 15th at 10 a.m.

No Claim will be recognised if filed after 22nd March, 1916.

K. DOI,

Acting Agent.

Hongkong, 8th March, 1916.

## NOTICE TO CONSIGNEES

OCEAN STEAMSHIP

COMPANY, LTD.

AND

CHINA MUTUAL STEAM

NAVIGATION CO., LTD.

Consignees per Co.'s steamer

"INDRAGHRI"

(Enryochus)

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after 9th March.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10-45 a.m. and noon.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 15th March, will be subject to rent.

All Claims against the steamer must be presented to the undersigned on or before the 23rd March, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 8th March, 1916.

## VESSELS LOADING AND TO LOAD.

## EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
Marseilles via Ports	Amazona	M. M.	18 Mar.
Liverpool	Emmaeus	B. & S.	30 Mar.
London via Ports	Nova	P. & O.	30 Mar.
London	Demodocus	B. & S.	25 Mar.
London & Cape Town via Ports	Miyazaki M.	N. Y. K.	26 Mar.
London via Ports	Nova	P. & O.	29 Mar.
London	Glenstrae	S. T. & Co.	Mar.
London & Cape Town, via Ports	Kitano M.	N. Y. K.	6 Apr.
London	Keelung	B. L. Ltd.	15 Apr.

## NEW YORK, SAN FRANCISCO AND CANADA.

South American Ports	Anjo M.	T. K. K.	11 Mar.
San Francisco	Karimoon	J. C. J. L.	13 Mar.
San Fco. via Shanghai & Japan	Shinyo M.	P. K. K.	14 Mar.
Victoria, B.C., & Seattle	Yama M.	N. Y. K.	15 Mar.
Vancouver	E. of Russia	C. P. R.	22 Mar.
New York	Indrasambha	S. T. & Co.	Mar.
New York via Cape	Egmont C. D. & Co.	Mar.	
Victoria, B.C., & Seattle	Sado M.	N. Y. K.	4 Apr.
Seattle	Ilion	B. & S.	4 Apr.
Vancouver	E. of Japan	C. P. R.	5 Apr.
San Fco. via Shanghai & Japan etc.	Chiyo M.	T. K. K.	8 Apr.
San Francisco	Tikembang	J. C. J. L.	11 Apr.
San Francisco	China	C. M. S. S.	18 Apr.
Vancouver	E. of Asia	C. P. R.	19 Apr.
San Francisco via Manila	Persia M.	T. K. K.	21 Apr.
Vancouver	Montague	C. P. R.	26 Apr.
Seattle	Talithybis	B. & S.	23 Apr.
San Fco. via Shanghai & Japan etc.	Tenyo M.	T. K. K.	3 May
San Francisco	Arakan	J. C. J. L.	12 May

## AUSTRALIA.

Sydney & Melbourne via Manila	Tango M.	N. Y. K.	14 Mar.
Australian Ports via Port Darwin St. Albans	G. L. Co.	18 Mar.	
Australian Ports via Port Darwin Empire	G. L. Co.	8 Apr.	
Sydney & Melbourne via Manila	Nikko M.	N. Y. K.	14 Apr.
Australian Ports via Manila	Changsh	B. & S.	17 Apr.
Australian via Manila	Eastern	G. L. Co.	29 Apr.
Sydney & Melbourne via Manila	Aki M.	N. Y. K.	16 May.

## SINGAPORE, INDIA, COAST PORTS AND JAPAN.

Swatow, Amoy & Foochow	Haitong	D. L. & Co.	10 Mar.
Takao	Shiohumi M.	N. Y. K.	10 Mar.
Manila	Loongwang	J. M. Co.	11 Mar.
Shanghai via Swatow	Kwongshang	J. M. Co.	12 Mar.
Nagasaki, Kobe & Yokohama	Nikko M.	N. Y. K.	12 Mar.
Shanghai and Japan	Tenker	B. & S.	12 Mar.
Calcutta, etc.	Kaga M.	N. Y. K.	12 Mar.
Shanghai	Luchow	B. & S.	12 Mar.
Kobe & Yokohama	Banni M.	D. & Co.	13 Mar.
Tientsin	Huichow	B. & S.	13 Mar.
Shanghai and Japan	Ajar	B. & S.	14 Mar.
Shanghai, Kobe and Moji	Itola	D. S. & Co.	14 Mar.
Shanghai	Wosang	J. M. Co.	14 Mar.
Swatow, Amoy & Foochow	Haitan	D. L. Co.	14 Mar.
Manila, Cebu and Iloilo	Chinhuu	B. & S.	14 Mar.
Shanghai and Kobe	Bombay M.	N. Y. K.	14 Mar.
Shanghai	Linan	B. & S.	14 Mar.
Shanghai, Kobe and Yokohama	Fushimi M.	N. Y. K.	14 Mar.
Bombay via Ports	Luzon M.	O. S. K.	15 Mar.
Singap. ra, Penang and Calcutta	Fooshing	J. M. Co.	15 Mar.
Tientsin and Weihaiwei	Shipping	J. M. Co.	15 Mar.
Shanghai & Ports to Yokohama	Malta	P. & O.	16 Mar.
Shanghai and Japan	Neleus	B. & S.	17 Mar.
Swatow, Amoy & Foochow	Haiching	D. L. Co.	17 Mar.
Sandakan	Mausang	J. M. Co.	17 Mar.
Manila	Yuenang	J. M. Co.	18 Mar.
Singapore, Penang & Calcutta	Suisung	J. M. Co.	18 Mar.
Manila	Ilion	B. & S.	20 Mar.
Shanghai, Kobe and Yokohama	Hirano M.	N. Y. K.	21 Mar.
Singapore, Penang and Calcutta	Laisang	J. M. Co.	21 Mar.
Calcutta and Ports	Ceylon M.	N. Y. K.	22 Mar.
Shanghai, Moji and Kobe	Tomoti M.	N. Y. K.	23 Mar.
Belawan, Deli (Stra) via Stow	S. Jacob	J. C. J. L.	24 Mar.
Shanghai, Kobe & Yokohama	Colomb M.	N. Y. K.	24 Mar.
Shanghai & Ports to Yokohama	Nagoya	P. & O.	25 Mar.
Shanghai and Japan	Oanfa	B. & S.	26 Mar.
Bombay and Ports	Penang M.	N. Y. K.	26 Mar.
Bombay via Ports	Yotorofu M.	N. Y. K.	27 Mar.
Anping and Takao	Seshu M.	O. S. K.	Mar.
Calcutta and Ports	Tosa M.	N. Y. K.	1 Apr.
Shanghai and Japan	Pingchow	B. & S.	2 Apr.
Shanghai, Takao and Dalny	Pyrrhus	B. & S.	7 Apr.
Manila	Talithybis	B. & S.	14 Apr.
Shanghai and Japan	Cyclops	B. & S.	28 Apr.

## THOS. COOK &amp; SON,

Tourist, Steamship and Forwarding Agents, Bankers  
Official Agents to the Philippine Government, &c.

## HONGKONG-SHANGHAI-YOKOHAMA-MANILA.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP  
LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

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Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing  
sailings and fares from the Far East to all parts of the  
World, will be forwarded free, on application.

Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

## BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular  
intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No.

Agents.

## VESSELS IN PORT.

Steamers.	Agents.
Kailash, Br. ss. 307, T. R. Evans, 2nd Feb.	P. & O.
Salpango, 30th Feb. Gen. - B. & S.	D. S. & Co.
Telegraph, Br. ss. 1388, A. Fraser, 2nd Feb.	N. Y. K.
China, 2nd Feb. Gen. - B. & S.	N. Y. K.
Walshing, Br. ss. 1170, P. H. Bell, 17th Feb.	P. & O.
China, 2nd Feb. Gen. - B. & S.	B. & S.
Amoy, Br. ss. 1201, F. R. Clark, 17th Feb. - New York 7th Oct. 1915 Railway Material - B. L.	N. Y. K.
18th Feb. - Bangkok 28th Feb. Rice - T. & Co.	N. Y. K.
Yital, Br. ss. 1330, J. W. Read, 19th Feb. - B. & S.	P. & O.
15th Feb. Gen. - B. & S.	J. M. Co.
Kolya, Br. ss. 1168, W. H. 24th Feb. - Put back in distress, 23rd Feb. N. Y. K.	G. L. & Co.
Himant, Br. ss. 1333, A. C. Kennedy, 24th Feb. - Sandakan, 19th Feb. Gen. - J. M. & Co.	N. Y. K.
Van Spilbergen, Dut. ss. 1868, Weerd, 25th Feb. - Canton, 24th Feb. Gen. - J. C. J. L.	N. Y. K.
Egmont Castle, Br. ss. 3342, J. N. 25th Feb. - Vladivostok - B. & S.	J. M. Co.
Taiwan, Br. ss. 1143, F. Sakai, 25th Feb. - Saigon, 24th Feb. Rice - D. & Co.	N. Y. K.
Thar, Br. ss. 1338, J. W. Read, 25th Feb. - Manila, 25th Feb. Gen. - B. & S.	N. Y. K.
Wolow, Br. ss. 1677, R. W. S. Pritchard, 1st March - Saigon, 25th Feb. Rice - E. H. Ray.	N. Y. K.
Anjo M., Br. ss. 2350, T. Ota, 1st Mar. - Moji, 25th Feb. Gen. - T. K. K.	J. M. Co.
Telegraph, Br. ss. 1340, A. Fraser, 1st March - Saigon, 25th Feb. Rice - Chinese.	N. Y. K.
Asia M., Br. ss. 1432, F. Nishi, 2nd March - Calcutta, 23rd Feb. Gen. - B. & S.	N. Y. K.
Tango M., Br. ss. 1529, T. Fumate, 2nd March - Dalny, 21st Feb. General - M. B. K.	N. Y. K.
Tilwong, Dut. ss. 3590, A. Oldenburger, 3rd March - Balikpapan, 25th Feb. General - J. C. J. L.	N. Y. K.
Taming, Br. ss. 1356, Pennebaker, 4th March - Manila, 1st March, Sugar - B. & S.	N. Y. K.
Hanmer, Amer. ss. 2, 73, E. M. Klausen, 4th March - Saigon, 25th Feb. Rice - Halvard, Nor. ss. 1065, C. Beck, 4th March - Macassar, T. & Co.	J. C. J. L.
Amia, Nor. ss. 1017, A. Arntsen, 4th March - Bangkok, 25th Feb. Rice - T. & Co.	N. Y. K.
Dagfin, Nor. ss. 897, Thorsen, 5th March - Saigon, 25th Feb. Rice - T. & Co.	N. Y. K.
Loongwang, Br. ss. 1378, P. H. Bell, 7th March - Manila, 3rd March, Gen. - J. M. & Co.	N. Y. K.
Taiwan, Br. ss. 1433, J. F. Mathews, 6th March - Saigon, 2nd March - J. M. & Co.	N. Y. K.
Yokohama M., Br. ss. 4019, Shinoda, 6th March - Saigon, 2nd March, Gen. - N. Y. K.	N. Y. K.
Chelco, Chinese ss. 684, W. Stoddart, 7th March - Saigon, 2nd March, Rice - Order.	N. Y. K.
Chili, Am. ss. 3393, T. Gm, 7th March - Singapore, 2nd March, Gen. - T. & Co.	N. Y. K.
Oleg, Br. ss. 1378, P. H. Bell, 7th March - Hochoo, 6th March, Gen. - Chinese.	N. Y. K.
Hailong, Br. ss. 1378, P. H. Bell, 7th March - Swatow, 7th March, Gen. - D. L. & Co.	N. Y. K.
Fanwang, Br. ss. 1410, H. S. Malin, 8th March - Saigon, 3rd March, Gen. - J. M. & Co.	N. Y. K.
Chunaw, Br. ss. 1337, R. Robertson, 8th March - Bangkok, 25th Feb. Rice - B. & S.	N. Y. K.
Telrasia, Br. ss. 4322, Beale, 8th March - Saigon, 2nd March, Gen. - B. & S.	N. Y. K.
Chipeung, Br. ss. 1359, E. G. Walker, 8th March - Tientsin, 1st March, Gen. - J. M. & Co.	N. Y. K.
Luchow, Br. ss. 1388, 8th March - Shanghai, 8th March, Gen. - B. & S.	N. Y. K.
Huichow, Br. ss. 1388, 8th March - Tientsin, 1st March, Gen. - B. & S.	N. Y. K.
Shinyo M., Br. ss. 674, W. C. T. S. 8th March - Tientsin, 1st March, Gen. - J. M. & Co.	N. Y. K.
Finest, 8th March - San Francisco, 2nd Feb. - T. K. K.	N. Y. K.
Digi, Br. ss. 687, 8th March - Swatow, 1st March, Gen. - C. S. K.	N. Y. K.
Iyo, Br. ss. 3591, E. S. Syeda, 8th March - Saigon, 2nd March, Gen. - N. Y. K.	N. Y. K.
Quarta, Br. ss. 1125, W. Shaw, 8th March - Bangkok, 25th Feb. Gen. - B. & S.	N. Y. K.
Himalaya, Br. ss. 1359, 8th March - Calcutta, 2nd March, Gen. - M. M.	N. Y. K.
Banni, Br. ss. 4322, 8th March - 8th March - Balikpapan, 1st March, Gen. - D. & Co.	N. Y. K.
Hsin, Br. ss. 1359, 8th March - 8th March - Saigon, 2nd March, Gen. - Chinese.	N. Y. K.
Indraghri, Br. ss. 3500, Wm. Charters, 8th March - New York, 6th March, Gen. - B. & S.	N. Y. K.
Jini, Br. ss. 1201, Yatsuyasagi, 8th March - C. W. Tao, 25th Feb. - Calcutta, 2nd March, Gen. - B. & S.	N. Y. K.
Dairichi, Br. ss. 1352, 25th Feb. - 8th March - Saigon, 3rd March, Rice - M. B. K.	N. Y. K.
Kanagawa, Dut. ss. 4441, C. E. Phangs, 9th March - Manila, 6th March, Gen. - J. C. J. L.	N. Y. K.

## VESSELS DUE.

Agents.	Vessel's Name.	Tonnage.	Date Due.	From.
P. & O.	Nankin	6,883	Mar. 10	Yokohama
D. S. & Co.	Itola	8,000	Mar. 10	Calcutta
N. Y. K.	Colombo Maru	8,000	Mar. 10	Calcutta
N. Y. K.	Bombay Maru	8,000	Mar. 11	Bombay
P. & O.	Malta	6,064	Mar. 11	London
B. & S.	Tenker	8,046	Mar. 11	Liverpool
N. Y. K.	Yotorofu Maru	8,000	Mar. 11	Kobe
N. Y. K.	Tango Maru	13,500	Mar. 13	Yokohama
B. & S.	Ajar	7,040	Mar. 13	Liverpool
P. & O.	Nore	6,703	Mar. 14	Yokohama



SHARE MARKET  
QUOTATIONS.

Up to the Minute.

Douglas	h.	\$132.50
Indes (Comb.)	h.	\$185.00
Indes (Def.)	sa.	\$136.00
Perkins	h.	\$33.00
Lanana	sa.	\$44.00
Docks (Old)	h.	\$109.00
Docks (New)	h.	\$104.00
Ewos	h.	\$147.50
Kung Yik	h.	\$13.75
Yangtsepoos	h.	\$7.5
Borneo	h.	\$10.25
Providencia	sa.	\$9.30
Cementa	h.	\$10.15
Ropes	sa.	\$39.00
Langkats	sa.	\$38.50

## VOLUNTEER ORDERS.

Corps Orders issued to-day by  
Lieut. Col. A. Chapman, V. D.,  
state:—

Leave.  
Sapper N. S. Moses is granted  
leave of absence from 11. 3. 16  
to 31. 3. 16.

Resignations.  
No. 1758 Pte. L. Gall is per-  
mitted to resign, on leaving the  
Colony, dated 29. 2. 16.  
No. 1551 Pte. A. J. McIntosh  
is permitted to resign, on leaving  
the Colony, dated 6. 3. 16.

Transfer.  
No. 1709 Sapper A. Williams  
from Engineer Co. to Civil Service  
Company, dated 10. 3. 16.

Parades.  
Parades for Saturday, 11th  
instant:—

7.30 a.m. Members of Signalling  
Section and other Signallers,  
as detailed in Signalling Section  
order dated 8. 12. 15—Morse flag  
and Heliograph practice at Head-  
quarters.

2.30 p.m. Musketry (Part I  
only) at King's Park Range, as  
detailed in Corps Order No. 3  
dated 6.3.16. One member of the  
Signalling Section will be required  
for telephone duty.

Remainder Nil.  
Parades next week Tuesday,  
14th instant:—

5.10 p.m. Centre Section M. G.  
Co. Inspection of arms, ammuni-  
tion, equipment, and uniform at  
Kowloon Docks.

6.15 p.m. Scouts Co. Parade  
outside Law Courts and proceed  
to Happy Valley by tram for  
Company drill.

Remainder—The same as this  
week.

Detail.  
On duty until morning of 17th  
instant H. K. V. R.

Next for Duty.  
March 17th Right section M.G.  
Co.

March 18th No. 2 Section Art.  
Batt.

March 19th Scouts Company.

March 20th Scouts Company.

March 21st Scouts Company.

March 22nd Scouts Company.

March 23rd Centre Section M.  
G. Co.

March 31st Civil Service Com-  
pany.

April 1st No. 1 Section Art.  
Batt.

April 2nd Left Section M.G. Co.

April 3rd Right Section M. G.  
Co.

April 4th No. 2 Section Art.  
Batt.

April 5th Scouts Company.

April 6th Scouts Company.

Orderly Officer from 17th to  
23rd March, Lieut. C. Smith.

## A SERIOUS CHARGE.

Before Mr. Hazeland, at the  
Police Court this afternoon, a  
Chinese was charged with break-  
ing into No. 10, Caroline Road,  
with having arms and ammunition  
in his possession, and also with  
attempting to shoot a police con-  
stable who was about to arrest him.  
The case was remanded for  
a week.

The Swedish Trading Co. Ltd.  
We understand that the  
Swedish Trading Company, agents  
for the well-known Aga light and  
Jungner Electric Accumulator,  
have received a fresh supply of  
"Nife" lanterns. The "Nife"  
is an electric accumulator lamp  
of Swedish make.

## OUR LONDON LETTER.

(From Our Own Correspondent.)

## Rival Theorists.

London, January 23.  
There is much discussion going  
on behind the scenes among the  
genuine military experts about  
the grand campaign of 1916.  
That campaign will be launched  
so soon as Spring is fairly upon  
us, and the Winter deluges have  
dried up. Professional soldiers are  
divided into two schools of theory  
on the subject of the best way to  
conduct the future operations of  
the War on land. One school holds  
it as an article of faith that the  
prodigious entrenchments in the  
West, which now rear the face of  
the map of Europe from the North  
Sea to the Swiss Alps, must be  
regarded as permanent for the  
War. Military men who take this  
side of the great controversy of the  
War strategy and tactics assert  
that neither the enemy nor our-  
selves can hope to smash through  
the opposing lines, to create a  
flank in the Napoleonic sense,  
and thus bring about a new mili-  
tary phase of grand field opera-  
tions in which huge mobile forces  
will manoeuvre for the decisive  
victory. The other school of  
military thought still believes  
that, given sufficient weight of  
artillery and available reserves of  
men, it is still possible to smash  
up the war of entrenchments, to  
abolish the state of European  
siege, and to restore similar con-  
ditions to those under which the  
German legions made their first  
swift advance on Paris. This  
second school of military thought,  
which undoubtedly has the larger  
following and perhaps the most  
brilliant, admits one thing. It  
is hopeless to think of breaking  
through on a small scale. Unless  
the meshes of the steel net are  
cut right across, the Germans  
will repair every break, and the  
result will only be a costly sacri-  
fice in order to create embarras-  
sing salients.

## Concentration of Energy.

But the argument advanced by  
the Western school, as it is called,  
is that the decisive victory of the  
War must be won in one or other  
of the two main theatres of the  
War, and that the two main  
theatres of the War must always  
remain those in the East and in  
the West in which the Grand  
Armies of the Allies are operating  
towards the home frontiers of the  
chief enemy, Germany. Soldiers  
who take this view are fiercely  
opposed to any and every project  
that means a dissipation of energy.  
They believe that we are playing  
the German game in so far as we  
divert troops from the Western  
front or from the Russian front  
to fight in Gallipoli or in the  
Balkans or in Persia. The other  
school of strategy argues in  
favour of searching for the weak  
point in the girdle of the Central  
Empires, for fighting the  
Austro-Germans wherever they  
are to be fought, for allowing  
them to walk over anywhere, and  
thus perpetually augmenting the  
drain on their reserves of men.  
Generally speaking, the Western  
school of concentration in the  
decisive theatre is the severely  
military school of thought. To  
the other school belong some dis-  
tinguished soldiers, including it  
is believed Lord Kitchener, and  
most of the politicians. And it  
must be admitted that the  
political argument, in favour of  
maintaining such a show of force  
and arms in the Balkans as will  
enable wavering neutrals to  
understand that Germany is not  
everybody, has some cogent rea-  
sons behind it. It is always  
difficult, and sometimes impossi-  
ble, to avoid to some extent sub-  
ordinating purely military  
considerations to political con-  
siderations in a great war, and  
not less so in this war than in any  
other, but it must be admitted  
that history shows that it is also  
almost always a mistake. Unfor-  
tunately it is a mistake more than  
ever difficult to avoid in the case of  
a war in which a number of Allies  
are co-operating on different  
fronts. But it is not impossible  
that common sense may find a use-  
ful compromise between these two  
great schools of thought.

Siege of the Enemy.  
It should be possible for the  
Allies, who have now decided  
the advantage in the matter of their

fighting men, so to arrange their  
operations that Germany and her  
vassals are allowed no outlet. It  
might be fatal to leave a military  
loophole to the East. Once that  
has been closed, the principle of  
concentration can be applied in  
the decisive theatre. The ques-  
tion is how far we can hold up the  
enemy from Salonica, guarding  
Persia and the "Suez" without  
weakening our offensive potential-  
ity towards German frontiers.  
We may reckon that Egypt and  
the Balkans and the Tigris and  
the Euphrates are together engaging  
the attention of at least a million  
allied troops, which is certainly  
a very substantial subtraction  
from the main forces in France  
and Russia. In other words it  
seems clearly that our policy  
should be, naturally and logi-  
cally, the direct inverse of the  
German policy. The German  
strategy has been aiming steadily,  
ever since they were defeated  
on the Marne, rolled back to the  
Aisne and their present  
lines, and convinced themselves  
at historic "Wipers" of the im-  
possibility of breaking through  
our line, at holding the West, and  
afterwards the East towards  
Russia, with a maximum of machi-  
nery and a minimum of men, and  
pushing ahead elsewhere in order  
to open up other resources of men  
and supplies for the general cam-  
paign. Our policy should be, then,  
to hold the enemy in the Balkans  
with the maximum of machinery  
and the minimum of men, and to  
concentrate on a grand smash  
East and West simultaneously.  
And I believe that this is what  
will actually be done. We have  
yet to see the effect of a general  
offensive in the West, not the  
merely local offensive of Neuve  
Chapelle and Loos, but a deter-  
mined effort all along the line,  
which will give the Germans no  
opportunity of local concentra-  
tions against our advance. This  
also will probably be tried, but  
only under such conditions that  
will safeguard us against too  
heavy costs.

## The Big View.

It is interesting to know how  
the general situation is now re-  
garded by the men who are in  
charge of our War policies. They  
may not know everything them-  
selves, but at any rate they have a  
better general idea than most peo-  
ple. The big view of the situation  
is that the possibility of defeat,  
decisive and conclusive defeat  
followed by unconditional sur-  
render, is no longer one that the  
Allies have to fear. So long as  
they make no ridiculous mistakes,  
remain staunch and true to each  
other and themselves, they cannot  
be beaten in this war. But can  
they hope to beat Germany and  
avoid a patched up peace with all  
its disastrous potentialities? The  
confident belief is that they can.  
We are in the fortunate position  
of having two strings to our bow.  
We can hold the enemy on the  
land if we cannot beat them, but  
the enemy is already beaten on  
the sea. And this entails eventual  
victory for the Allies, if only  
they can hold out long enough,  
by the slow exhaustion of  
Germany's economic resources.

This would mean a long war.  
Even so it would be better and  
cheaper than an inconclusive  
peace. And there is always the  
hope that we may succeed in in-  
flicting such reverses on the  
enemy on the land that the day  
of victory may be hastened.  
Because there is no mistaking  
the fact that the general paralysis  
of Germany and Austria pro-  
duced by our command of the  
sea has taken the heart  
out of those peoples. A neutral  
traveller who has just returned  
from a tour of the Central Em-  
pires states that the Germans  
have no longer any enthusiasm  
whatever for their military vic-  
tories. The effect may be imagi-  
nary, but it is in addition to the creeping  
sea paralysis, the German people  
heard and knew that their armies  
were being rolled back on the  
land. It is stated on good au-  
thority that the Germans are no  
longer building battleships.  
This is taken as a sign that they  
now realise the hopelessness of  
endeavouring to secure a sea vic-  
tory. The report that they have  
constructed a 17-in. naval squad-  
ron has caused some excitement  
in this country, but no pertur-  
bation in the Navy. I understand  
that the British Navy is perfectly  
content with its present guns.  
You cannot fire at sea at moving  
target by means of a map. The  
target must be visible before

## HUGE THEFTS ALLEGED.

Steamship Manager Robbed  
While Asleep.

Before Mr. J. R. Wood, at the  
Police Court this afternoon, a  
Chinese, named Wong Pui-wah,  
was charged with stealing \$23,  
000 in bank notes, 44 sovereigns,  
a gold pendant, a gold ring and  
a gold watch, valued at \$167.

Mr. H. E. Pollock, K. C.,  
instructed by Mr. Leo D'Almada,  
prosecuted and Mr. Mason  
defended.

Mr. Pollock said the de-  
fendant was employed by  
complainant, and at the premises,  
there were two safes, one be-  
longing to a Steamship Company,  
of which complainant was man-  
ager, and one belonging to  
complainant. On the morning  
of October 27 last, the two men  
had been smoking opium, as  
usual, and they were both lying  
down close to each other. The  
complainant dropped off to sleep  
and what happened subsequently  
was only conjectured, but it  
would appear that defendant  
took the keys out of complain-  
ant's pocket and turned the lock  
of the private safe. Just  
later, complainant woke up and  
went to Yau-mai, and, soon after  
he had gone, another servant saw  
defendant taking the articles out  
of the safe. When he asked de-  
fendant what he was doing,  
defendant replied that he would  
beat him to death if he made a  
noise. Defendant was followed  
and was seen to cross the ferry to  
Kowloon. Later, enquiries were  
made at Canton and a certain  
amount of the money had been  
recovered. P. C. Simson later,  
effected the arrest. Evidence  
was then called to tear out this  
statement.

Mr. Mason intimated that he  
was reserving his defence.

Defendant was committed for  
trial at the next Sessions.

It can be hit. And the  
15-in. gun exhausts the  
range of visibility. As a  
matter of fact our best naval  
opinion is inclined to pin its faith  
in our 15-in. guns as being the  
most effective for all purposes.  
They are much more rapid, much  
more durable, much more handy,  
and perfectly effective when they  
get home.

## Besieged Kut.

There is still much anxiety  
about the fate of the gallant  
Indian Expeditionary Force now  
besieged by the Turks and now  
German military advisers at Kut-  
El-Amara. The relief force is  
reported to have reached within  
a few miles of General Town-  
send's men, and the latter reports  
no fighting and adequate sup-  
plies. It is a curious fact that no  
attempt seems to be made to get  
into touch with the relief force,  
which has been much held up by  
the terrible floods which are a  
feature of this part of the world's  
landscape. Everybody is hoping  
for the best, of course, but every-  
body will be devoutly glad to get  
the news that communications  
have been opened up otherwise  
than by wireless with Kut-El-  
Amara. Von der Gietz has re-  
cently inspected the Turkish  
positions round the British force,  
and it is by no means certain that  
the relief force is more than ade-  
quate to the task in front of it.  
The casualties in the last engage-  
ment were extremely heavy, and  
unless big reserves are still being  
pushed up, it is possible that the  
Turks may be able to hold on  
around Kut.

(To be Continued.)

## LEAGUE CRICKET.

Civil Service v. Kowloon.

The following will represent  
the Civil Service Club on the  
Kowloon ground at 2 p.m. on  
Saturday next:—Messrs. R. E. O.  
Bird (Captain), E. W. Hamilton,  
R. A. B. Ponsbury, P. T. Lamble,  
N. L. Smith, W. H. Edwards, R.  
O. Hutchinson, R. G. Southerton,  
E. W. Dawson, C. Sara and W.  
Barnes.

Umpire, W. Highy; scorer, W.  
Finche.

AUSTRIAN BENTWOOD  
CHAIRS.

They Must Go.

A correspondent writes:—A  
friend of mine remarked the other  
day: "I know of one good thing  
in connection with the war, in the  
future there will be no more  
Austrian bentwood chairs." In-  
stantly my spirits rose. Who  
does not know the tortures en-  
dured through the introduction of  
these articles of commerce. It is  
bad enough to have to endure them  
in England but in India they are  
appalling and one finds them every-  
where. In concert rooms where one  
needs especially to be at ease to  
enjoy the music, these seats of  
agony are always to be found,  
they are never of a comfortable  
height and with a pretence for the  
support of one's back, after half  
an hour of sheer and unmitigated  
discomfort, one longs to flee away  
and be at rest. Then they are to  
be found in the hotel dining  
rooms, but there a certain amount  
of amusement is to be obtained  
from witnessing first one and then  
another come in. They try a  
chair, it creaks, they then get up  
and call a bearer, who brings  
another. This is put to the proof  
and found wanting in stability  
and sometimes even a third one  
is rejected, to be placed however  
at another table where the same  
performance is gone through by  
the next person who comes in.  
"Warranted to take to pieces."  
Yes, and "Sometimes to fall to  
pieces." In the hot weather it is  
positive cruelty to expect anyone  
to use these uncomfortable things,  
for one either falls under the table  
or through the opening at the  
back of the chair. And at that  
time one longs for the good old  
dining room chair, with its  
comfortable arm rests and the  
little rail for one's feet.  
Surely those of the chair industry  
in India will rejoice when the  
last of these enemy chairs has  
tumbled to pieces, and Indian  
made chairs are once more to the  
fore. The United Provinces have  
always been noted for their very  
nicely made chairs, carefully  
rounded off at the edges, chairs  
which lasted long, carried from  
one Province to another, chairs  
which could always be sold off  
when one was leaving India. But  
who wants to buy rickety Austrian  
bentwood chairs? May they be-  
come for ever a drag on the  
market, for they are really not  
worth their face value, and no  
self-respecting household should,  
at the present time, harbour any of  
these alien subjects.—*India  
Daily News.*

## Shark's Fins.

A Chinese was charged before  
Mr. Hazeland, at the Police Court  
this morning, with causing an  
obstruction by unpacking shark's  
fins in the street. He was fined  
\$7.00.

HIS ELEVENTH  
CONVICTION.

Lunch Master Heavily Fined.

Before Commander C. W. Beck-  
with, R.N., at the Marine Court  
this morning, Police Sergeant  
George Jackson charged Ho Kam-  
shing, master of the steam launch  
Sai Fung, with unlawfully carry-  
ing 161 passengers on board his  
launch in excess of the number  
allowed by his licence, within the  
local trade limits on the 1st inst.

Defendant pleaded guilty.

Police Sergeant Jackson stated  
that at 3.30 p.m. on the 1st inst.,  
he stopped the steam launch Sai  
Fung inside the Fu Ta Ma Pass  
and, boarding her, counted the  
passengers. He found 231 pas-  
sengers, besides a quantity of lug-  
gage and pigs. The launch was  
allowed 70 passengers only.

Defendant stated that he could  
not control the passengers coming  
on board.

His Worship:—As this is the  
eleventh conviction recorded  
against defendant, I fine him  
\$250, or two months' hard labour,  
and the next offence proved will  
carry with it imprisonment and  
loss of certificate.

Another Harbour Case.

Before Commander C. W. Beck-  
with, R.N., at the Marine Court  
this morning, Acting Police Ser-  
geant Edward Bond charged Po  
Shui, boatmaster, with unlawfully  
throwing rubbish into the Har-  
bour on the 10th inst. Defendant  
pleaded guilty.

Acting Police Sergeant Edward  
Bond stated that he was on duty  
in the harbour when he saw  
defendant's cargo boat leaving  
the s.s. Karimoon, and as soon as  
they saw the Police launch, they  
threw two parcels of heavy stuff  
overboard. The second lot was  
dumped from the after part when  
he was searching the cargo boat.

Corswin C469, of the Police  
launch, declared that he went  
alongside the cargo boat at about  
7.20 a.m. this morning, and saw  
a woman on the bow and did not  
see more.

The case was dismissed with a  
caution.

Theft of Pinewood.

Before Mr. Hazeland, at the  
Police Court this morning, a  
Chinese was charged with stealing  
a quantity of pinewood, valued at  
30 cents, the property of a mat-  
shed contractor. A fine of \$5  
was imposed.

European Fined.

S. J. Flinders, of No. 9, Ling  
Fat Street, was charged before  
Mr. Wood to-day, with behaving  
in a riotous and disorderly man-  
ner whilst drunk on the premises  
of the King Edward Hotel, and  
with damaging the coat of  
Inspector Witheell, of the Police  
Reserves. Defendant pleaded  
guilty and said he was sorry.  
Inspector Witheell said he was  
ejecting defendant when he  
caught him by the breast pocket  
and tore his coat. Defendant was  
ordered to pay \$15, or to go to  
prison for fourteen days.

Smokes for Soldiers.

The latest subscription list in  
connection with the Cigarette and  
Tobacco Fund, shows further  
donations totalling \$297.80,  
making the grand total \$10,738-  
12. Since the last list, 150,000  
Woodbine cigarettes have been  
despatched (valuing \$57.52)  
and the balance in hand is now  
\$278.79. Many acknowledg-  
ments have been received from  
the firing lines, including a letter  
from Lieut. Col. Henry Des Vaux,  
son of a former Governor of  
Hongkong.

LATEST SHIPPING  
NEWS.

## MOVEMENT OF STEAMERS.

The Ben Lom LA, BENARBY from  
Middlemore, Leith & London, left Singa-  
pore for this port at 10.45 inst. and  
may be expected to arrive here on or  
about 14th March.

The I. C. S. N. LA LAISANG sailed  
from Calcutta for Hongkong on the 15th  
inst.

The I. C. S. N. LA MAUSANG sailed  
from Calcutta for Hongkong on the 29th  
inst.

The I. C. S. N. LA KUTSANG sailed  
from Calcutta for Hongkong on the 21st  
inst.

The I. C. S. N. LA FOOSHING sailed  
from Kowloon and Mui for Hongkong on the  
24th inst.

## ARRIVED.

Shanghai, Chi. 11. 767, G. Hamland,  
10th Mar.—Duty, 10.00—China  
Company, Br. 11. 1847, 11.00—S. S. Co.  
Mang.—Panama, 11. 1847, 11.00—S. S. Co.  
Mang.—Panama, 11. 1847, 11.00—S. S. Co.

RUBBER SHARE  
REPORT.PRICES BY MAIL, FROM SINGA-  
APORE, DATED FEBRUARY  
29th, 1916.

Starling Shares.

Nom. Value. Buyers. Sellers.

2 1/2 Shares.

Allagar 2 1/2 2 1/2

Anglo-Malay 2 1/2 2 1/2

Bangkok 2 1/2 2 1/2

Bekoh 2 1/2 2 1/2

Bik Martajam 2 1/2 2 1/2

Bik Sembawang 2 1/2 2 1/2

Charoness (F.M.S.) 2 1/2 2 1/2

Chimpul 2 1/2 2 1/2

Cicely 2 1/2 2 1/2

Cicely Prof. 2 1/2 2 1/2

Consolidated 2 1/2 2 1/2

Edinburgh 2 1/2 2 1/2

Hawwood 2 1/2 2 1/2

Jain 2 1/2 2 1/2

Kamuning Perak 2 1/2 2 1/2

Kata Tingo 2 1/2 2 1/2

Laba (F.M.S.) 2 1/2 2 1/2

Linggi Ord. 2 1/2 2 1/2

Luncoo A. R. 2 1/2 2 1/2

Mellman 2 1/2 2 1/2

Padang Jawa 2 1/2 2 1/2

Peking 2 1/2 2 1/2

Perak 2 1/2 2 1/2

Pori Dickson 2 1/2 2 1/2

Selaigor 2 1/2 2 1/2

S'pore Para 2 1/2 2 1/2

S'pore United 2 1/2 2 1/2

S'pore United 2 1/2 2 1/2

S'pore United 2 1/2 2 1/2

S'pore United 2 1/2 2 1/2

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S'pore United



## COMMERCIAL.

## Gold that is Still Held in Germany.

In Germany, writes a financial expert from Berlin, "there is still much gold outside the Reichsbank—though not, indeed, in active circulation. The president of the Reichsbank has recently expressed to the writer of this article the view that there is still as much as £40,000,000 left in the country." This belief was the basis for the Government's recent requirement that banks retaining out safe-deposit vaults or boxes, require a formal statement from the user that he is keeping no gold in it, and that they cancel the lease if the customer will not sign.

**Oil Paper Company.** Beside amalgamating with other mills, the purchase of old machines is being effected by the Oil Paper Company for the furtherance of its extension plan. The company has recently bought digestors from the Mitsui Bishi Co., as the latter has given up the paper pulp manufacture until lately maintained in Taiwan. At present, negotiations are said to be in progress with the Hoo Paper Company for the purchase of old paper machines.

**The Rice Market.** In their monthly circular, dated the 22nd February, Messrs. Wm. G. Hale & Co., report as follows on the Saigon Rice Markets. Business stagnant, demand trifling, prices weak. Freight from Saigon to Hongkong 67 to 68 cents, to Java 85 to 87 cents, to the Philippines 88 to 90 cents, to Japan 80 to 82 cents and to Singapore 55 to 57 cents. The British steamer Derwent was chartered for \$15,000 in full to carry 32,000, pikuls to Singapore. The export of white rice and paddy to Singapore from the 18th January to the 3rd February amounted to 20,158 tons, and previously 6,790 tons or a total of 26,948 tons.

**Shanghai Cotton Market.** Mr. A. B. Rosenfield's Cotton Market Report for the week ending 2nd March, 1916, is as follows:—The Cotton market during the past week has shown but little animation aside of occasional spurts of activity, with the general tendency "steady" by reason of short commitments from the interior marts. Local Mills are for the present abiding their time in view of the uncertainty prevailing in consequence of which they have adopted the hand to mouth policy, whilst the farmers on the other hand prefer to market their Cotton gradually in order to meet their incidental expenses. This is likely to prevent any serious decline, as the farmers are financially able to hold their Cotton indefinitely. The yarn situation has again improved and the outlook may be said to be recovering from the lethargy it was thrown into, during the past few months, and with the Revolutionary movement under control, we hope to see a revival of activity in the textile trade. Under the circumstances, therefore, the future outlook cannot be said to have changed. Tones of the market, Steady.

**Shanghai Exchange Circular.** Messrs. Maitland and Pearson's report for the week ending 1st March, 1916, states: The London price of silver after touching 27 1/16 is reported 28 1/16, i.e. 1/16 lower than last week. We understand that the Market in the early part of the week under review was steady on Continental and Mint orders. This steadiness was reflected in our market, but the general demand for T/T on London continued and was augmented by the "Indemnity" settlement on the 29th inst. Rates have remained at 27 1/16 for T/T on London throughout the week and our market would probably have turned weak, but for re-sales of T/T on London by local speculators reported to have amounted to about £200,000. These re-sales close practically all outstanding purchases the speculators held and our market closes with an inclination to ebbness. The local stock of Sycee and Bar Silver at Tia. 34,891,000 is Tia. 1,070,000 lower than last week, but Bar Silver arrived to-day, reported to be over Tia. 1,000,000 in value, is not included in these figures. The stock of Mexican Dollars at \$22,910,000 is \$250,000 higher than last week.

## CONSTANTINOPLE.

## A City of Panics.

The special correspondent in Athens of the New York World writes early in February as follows:—

Panics are common in Constantinople, not only because of the want of money and bread, but owing to explosions and submarine exploits. In the last week of the year, the explosion at the munition factory in Haskeni, on the Golden Horn, made Constantinople tremble like an earthquake.

This factory was installed by Krupp, and over 2,000 workmen were employed there, mostly German, mainly in the manufacture of hand grenades. By an accident, the explosion happened at noon-time, and the store house for the mines, next to the factory, took fire. Over 1,500 persons were killed or wounded, the entire section of Haskeni and Kasim Pasha was burned to the ground; all the window panes were broken in Pera, and extensive damage was caused. All the shops were closed, and people ran panic-stricken to some point of safety.

The Turkish official announcement calls this an insignificant accident, and states that only five soldiers and six civilians were killed and a few wounded, while only one house was burned. Yet eye-witnesses say that the damage was so great that some stone buildings were thrown into the Golden Horn, and even their places could not be located.

While the withdrawal of the Allies from Anatolia (Savla Bay) and Anzac gave rise to great rejoicing in Constantinople, the Turks boasting of having thrown the English into the sea, the arrival of the wounded from the Dardanelles has not stopped. Travellers assert that every week thousands are brought to the city by the Red Cross transports, and in one week in December, about 12,000 wounded and disabled soldiers were transported from Gallipoli.

I learn also that typhus and cerebrospinal meningitis and other diseases are causing havoc in the ranks of the Turkish army. Hundreds are dying daily in Constantinople, Arabian soldiers not being accustomed to the winter cold, which this year is exceptionally severe, have been almost wiped out.

Consequently the Turks, in order to fill up the ranks of their lost army corps, are taking every step, legal or illegal, to get new recruits. By these last efforts, the Turks are planning to form a new army of six corps, divided as follows: First Army Corps, commanded in Constantinople, composed of three divisions; Second Army Corps, commanded by Ferid Pasha, in Adrianople, six divisions; Third Army Corps, under Mahmoud Kamil Pasha, operating in the Caucasus, and having eleven divisions; Fourth Army Corps, under Djemal Pasha in Syria, will be the leading force of the Egyptian Expeditionary army, and has six divisions; the Fifth Army Corps of Liman von Sanders Pasha, the largest of all, is composed of 18 divisions, of which 15 are in the Dardanelles and three at Smyrna; they also will join the Egyptian Expeditionary army. The sixth Army Corps, placed under the command of von der Goltz Pasha, is composed of five divisions, and is operating now in the region of Bagdad.

In all these 40 divisions, hardly 500,000 soldiers are to be found. A Turkish division is supposed to have 12,000 men, but in reality 10,000 to 11,000 is the usual number. A Better-Equipped Army. Moreover, one must take into consideration that the Turkish army of to-day is not that of a year ago. The young well-drilled soldiers are gone for ever, and the present army is composed mostly of young boys of 17 and 18, with no military training, and men of mature age, from 40 to 55.

However, while the quality of the Turkish army is inferior to the armies that the Turks lost in the Caucasus campaign and in Gallipoli, they are better armed, since through the Danube-Widn-Rousteok-Sofia line, wagons of munitions are arriving every day. In December alone, out of 950

wagons that passed Rousteok, 496 went for the Turks, and the rest were destined for the Bulgarians.

Besides, the Turks now have facilities for receiving heavy artillery, which they hitherto had not.

In return for the munitions and guns the Germans are sending to Turkey, they have taken from Turkey up to date, great quantities of figs from Smyrna, and cotton from Adana. As for grain and other necessary articles that the Germans were expecting to get from Turkey, undoubtedly they will be sorely disappointed.

In order to utilise the rich resources of Anatolia, the Prussians must first bring thousands of hands to work the mines, to cultivate the land, and build railroads, and many of them too, since it is absolutely true that no working hands are left in Turkey, and the lack of means of communication is well known. All this will take time, even years; but the war will not wait, nor can the Turks endure much longer, and for this reason Germano-Turkish relations are becoming more strained every day.

**Domesticating Germans.** Although this disagreement has not been settled, the German gendarmery in Constantinople have taken almost everything into their hands. The antagonism between the two allies has advanced so far that it is reported that the Kaiser has addressed a dispatch to Enver Pasha, asking him to employ his influence and every possible means to end the conflict. One must not attach too much importance to this, since it is an absolute fact that the Turks are not masters in their own country, and the Germans are in a position to make things go their own way.

So the expedition for Egypt is purely a German scheme, and the Turks are driven into it, although they well understand that they have nothing to gain from such an exhausting and dangerous undertaking.

Talsat Bey, representing the Government, assured his co-workers that: "We are concentrating all our forces for the Egyptian expedition. Egypt will become an integral part of the Ottoman Empire in all respects; there is no question of making any arrangements on this point with the Germans."

"The Government up to the present has trusted the command to Djemal Pasha. For the moment 280,000 men will take part in this undertaking. Later, we can reinforce it by the effective now destined for the protection of the Anatolian and Bagdad railway, in case the enemy attempts to attack the Cilician coast and through the army which we have to-day in European Turkey, since French and English forces will withdraw, and we will be free to utilise our soldiers by sending them to Egypt. In case of need the allies can take our place in Europe, and thus liberate the movement of our soldiers."

**Across Mount Taurus.** To take an army of 280,000 men across the Taurus Mountains will require at least two or three months. The railway from Constantinople goes as far as Pusantif some 35 miles from Konia, and then come the snow-deep Taurus mountains for another 50 miles to the nearest point on the Adana Railway, with no roads and no facilities for transporting large guns.

And then, since the Adana to Alexandretta railway line have been destroyed by the English and French warships, and no army can take that route, being under the fire of naval guns, the Turkish Egyptian Expeditionary Army must take the Adana to Osmangir railway, and from there they must follow the snowy mountain route on foot to Aleppo. The hardships and obstacles of the desert of Senai are too well known to need describing again.

If the Turks fail to attack the English before the end of February, in the month of March, the usual sand-storms will begin, and the much-advertised undertaking will have miscarried.

About three weeks ago, with much ceremony, three Turkish divisions, about 30,000 men, left Constantinople, and now I learn here, from authentic sources, that they have already crossed the Taurus Mountains. I am informed that all the soldiers are destined for Egypt, and are provided with

## CRITICS OF BRITAIN REBUKED.

Italian Editor's Tribute to our Volunteers.

Milan, Feb. 2.—Continuing his series of impressionist articles on his recent sojourn in England, Dr. Mario Borsa, editor of the Milan Secolo writes:

"When on my return to Italy the other day I read in a prominent Roman journal that the 'English Government cannot find means to persuade its own people that it ought to do its duty and pay the debt of blood as the French and Italians are doing,' I ask myself why certain newspapers continue to throw doubt on the activity and even the very existence of Britain's new army, and to harp on English egoism. Apathy and utilitarianism have their roots in bad faith, triviality, or ignorance."

"The English, like the Italian people, is doing its duty. So far the price Britain has paid is five times greater than ours. In 18 months, England got together a vast voluntary army—fourmillion citizens, drawn from every class, enrolled of their own accord. Sixty per cent. of the population capable of bearing arms responded to the appeal of the country. I doubt whether in the conditions of England—I mean in not having the enemy in its midst not experiencing the horrors of massacres, burnings, pillage and devastation, and indeed having reasonable confidence in the preservation of its own territory from invasion—any other nation would have done as much."

"Unique Spectacle." "Surely a country that has given such a spectacle, unique perhaps in the world's history, is entitled at any rate to a certain respect. Yet, strangely enough, what is most admirable in the British Army from the moral point of view, namely, its composition of volunteers instead of conscripts is precisely the aspect that leaves the Italian public most indifferent and indifferent. Do we not ourselves feel a livelier admiration and gratitude towards the Italians fifty years old, who at the outbreak of war, though without military obligations, enlisted spontaneously than for the youth of 20 who turned up when legally summoned?"

"Or is it contended that volunteers, English or Italian, fight less satisfactorily than others just because they are volunteers? Let those gentlemen of the Press go and ask the soldiers and officers what they think of the English, and they will hear of the coolness and admirable courage with which they face death, and that the only fault to be found with them from the military point of view is that they show too much contempt for life."

Considering the small minority affected by the Compulsion Bill, Doctor Borsa believes this Bill was judged opportune solely in order to tranquillise the Allies and arrest altogether partisan internal agitation which might have become dangerous.—Daily Chronicle.

## Dearer Notepaper.

In many stationers' shops at Home the price of notepaper and envelopes has already been advanced.

blue glasses. No German or Bulgarian soldiers will take part in the expedition, but the Germans will equip the Turks and furnish the artillery, and through specialists and officers will direct the entire operations. Travellers have seen hundreds of wagons full of soldiers going from the Dardanelles to Constantinople to join the Egyptian army.

The English and French at the start of the Turkish war, underestimated the Ottoman military power, and now they are overestimating the so-called Turkish army, which is only a mob of half a million men. The gates of Constantinople are not to be reached through the Straits of the Dardanelles, but by crossing the Taurus Mountains.

## HONGKONG SHARE REPORT.

S. SELLERS: SA—SALES; B—BUYERS: N—NOMINAL.

OFFICIAL PRICES.

Banks.

Marine Insurances.

Fire Insurances.

Shipping.

Refineries.

Mining.

Docks, Wharves, Godowns, &c.

Land, Hotels and Buildings.

Cotton Mills.

Miscellaneous.

PROVIDENTS.

DAIRY FARMS.

GREEN ISLANDS.

H. K. Electric.

H. K. Ice Co.

Ropes.

Trams, Low Level.

Trams, Peak, Old.

Trams, Peak, New.

Langkats.

Pine Tobacco.

Lamplights.

U. Waterboats.

Walters.

Wm. Pevens.

Morning Posts.

Corrected to noon Monday Mar. 10, 1916.

WRIGHT & HORNBY.

Share and General Brokers.

6, Des Voeux Road Central.

Tel. address: Rectinot.

EXCHANGE.

SELLING.

T/T Demand 1/11 3/4

30 d/s Demand 1/11 5/16

60 d/s Demand 1/11 3/4

4 m/s Demand 1/11 9/16

T/T Shanghai 72 3/4

T/T Singapore 82 3/4

T/T Japan 92

T/T India 144 1/4

Demand India 144 1/4

T/T San Fco & N.Y. 46 3/4

T/T Java 109 3/4

T/T Marks Nom.

T/T France 271

Demand Paris 271 1/2

BUYING.

4 m/s L/C 2/—

4 m/s D/P 2/— 1/4

6 m/s L/C 2/— 1/4

30 d/s Sney & M. 2/— 1/4

30 d/s San Fco & N.Y. 47 3/4

4 m/s Marks Nom.

4 m/s France 282

6 m/s France 287

Demand Germany 287

Demand New York 46 1/4

T/T Bombay 144 1/4

Demand Bombay 144 1/4

T/T Calcutta 144 1/4

Demand Calcutta 144 1/4

Demand Manila 93

Demand Singapore 82 3/4

On Haiphong 3 3/4 prem.

On Saigon 3 3/4 prem.

On Bangkok 79 1/4

Sovereign 10.25

Gold Leaf per oz. 56.90

Bar Silver per oz. 27

SUBSIDIARY COINS.

DISCOUNT PER 100:

China 10 15 3/4

Hongkong 20 cts. pieces 15 3/4

H. m. notes 10 8 3/4

## BANKS.

## BANK OF CANTON LIMITED.

HEAD OFFICE HONGKONG

FOREIGN EXCHANGE and General Banking Business Transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS Received.

INTEREST ON FIXED DEPOSITS:

For 3 Months 3% per annum

For 6 Months 4% per annum

For 12 Months 4 1/2% per annum

LOOK POON SHAN, Chief Manager.

NOTICES.

THE CHINA PROVIDENT

LOAN AND MORTGAGE CO., LTD.

(Capital Paid up \$1,250,000.)

Loans on Mortgage of Free Property, &c. Loans on Mortgage of Chinese Property, &c. Advances made on the basis of the system of the Government of the Republic of China.

THE OFFICE OF THE ATTORNEY-AT-LAW, SHEWAN, TOMES & CO., General Managers.

NOTICE.

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

WEEK DAYS.

From 6.00 a.m. to 6.00 a.m. Every 15 Min.

From 6.00 a.m. to 6.00 a.m. Every 15 Min.

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## GEO. P. LAMMERT.

## AUCTIONEER, SHARE &amp; GENERAL BROKER.

THE Undersigned has received instructions from the Liquidators of Messrs. F. Blackhead & Co. to sell by Public Auction on **TUESDAY & WEDNESDAY, the 14th & 15th March, 1916**

commencing at 11 a.m. and 2 p.m. each day, at Messrs. F. Blackhead & Co.'s Store, 100, 101 & 102, Queen's Road, a Large Quantity of Russian Tanned Hemp Rope and Bolt Rope (from 1 1/2" to 5")

Also Russian Leadlines and White Lines, Tanned Spun Yarn, Duxons Graphite Paint, Varnish, Boot-topping Paint, Fairbank Scales (1,000 to 1,500 lbs. capacity and kilo weight), Asbestos Fibre and Slates, Blake Pumps, Alladin Lamps, Packing Sugar, Lead, Spirits of Tar, Rubber Belting, Cork Fenders, Galvanized Iron Thimbles and Clews, Galvanized Iron Patent Folding Anchors, Iron and Steel Wire Rope (1 1/2" to 5"), Cotton Waste, Sail Cloth and Duck, Brass Valves, Tees and Couplings, etc., etc.

80 Casks Engine, Cylinder and Motor Oil.  
48 Dozen Assorted Filter Bottles.  
On view from Friday the 10th inst.  
Catalogues will be issued.  
Terms—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.  
Hongkong, 6th March 1916.

## NOTICES.

## HONGKONG ICE COMPANY, LIMITED.

The Thirty Fifth Ordinary Annual Meeting of Shareholders will be held at the Office of the General Managers at 11.30 a.m. on Tuesday, 28th instant, to receive a Statement of the Company's Account to 31st December, 1915, and the report of the General Managers.

The Transfer Books of the Company will be closed from the 14th to 28th instant both days inclusive.  
JARDINE, MATHESON & CO., LTD.  
General Managers.  
Hongkong, 8th March, 1916.

## CHINA SUGAR REFINING COMPANY, LIMITED.

## NOTICE.

THE THIRTY EIGHTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the above Company, will be held at the Offices of the General Agents, Pedders Street, on WEDNESDAY, the 25th March, at 11.30 a.m. for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December 1915.

The Transfer Books of the Company will be closed from the 14th to 29th March, both days inclusive.

JARDINE, MATHESON & CO., LTD.  
General Agents.  
Hongkong, 1st March, 1916.

TSANG FOOK.  
S.A. WANCHAI ROAD.  
PIANO TUNER & REPAIRER.  
OLD PIANOS MADE LIKE NEW.

## NOTICE.

NOTICE OF REMOVAL.  
We have this day removed our Offices and Show-rooms from 1st Floor to the Second Floor of 10, Des Vaux Road Central (Above the Robinson Piano Company).  
MOW FUNG & CO.  
Hongkong, 1st March, 1916.



AN IDEAL DRINK FOR SUMMER MONTHS

WHITEWAY'S CYDER

SWEET OR DRY.

As supplied to all the leading London Hotels and Clubs, such as the Savoy, Claridge's, the Berkeley, Trocadero, Hyde Park, Royal Automobile, Raleigh and Conservative Clubs.

SOLE AGENTS:

H. RUTTONJEE & SON,  
WINE & SPIRIT MERCHANTS.

## NOTICES.

North British & Mercantile Insurance Company, Ltd.  
THE OCEAN MARINE INSURANCE CO. LTD.

THE RAILWAY PASSENGERS ASSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER 1915

1. Authorized Capital—£5,000,000  
Subscribed Capital—£4,500,000

2. Paid-up Capital—£2,837,500  
3. Reserve Funds—£1,662,500

4. Life and Annuity Funds—£1,567,190  
Sinking Fund Account—£24,230

5. Revenue Fire Branch—£331,136  
6. Life and Annuity—£1,662,500

7. Marine Department—£32,239  
Other Receipts—£48,940

8. Accumulative Funds of the various Branches are separately invested and by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's business.

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## POST OFFICE.

Duty may now be prepaid on parcels for Australia. Particulars may be obtained at the parcel counter of the G. P. O.

Correspondence addressed to "any subject in China, Siam, Persia and Morocco" cannot be transmitted.

The Services to Germany, Austria, and the Ottoman Empire are suspended.

Ships in communication with Cape D'Aguilar Radio Telegraph Station—

Iro Maru  
Polynesian  
Nankin

Europe London, 7th Feb. via Siberia.  
Yingehow, 10th March.  
Australia, Nikko Maru, 11th March.  
Australia, Empire, 14th March.

MAILS DUE.

Europe London, 7th Feb. via Siberia.  
Yingehow, 10th March.  
Australia, Nikko Maru, 11th March.  
Australia, Empire, 14th March.

MAILS CLOSE TO-DAY.

Japan via Kobe—Per NIKKO MARU, 10th March, 4 p.m.  
Saigon—Per CHINKIANG, 10th March, 5 p.m.

TO-MORROW.

Japan via Moji, Honolulu & S. Francisco—Per ASIA M., 11th March, 9 a.m.

Japan via Moji, Honolulu, Hilo, San Francisco, Los Angeles, Salina Cruz, Panama, Colon, Africa, Europe and Australia—Per ANYO M., 11th March, 11 a.m.

Philippines—Per LOONGSANG, 11th March, 3 p.m.

Saigon—Per CHEFOO, 11th March, 3 p.m.

Saigon—Per PAUSANG, 11th March, 4 p.m.

Swatow, Shanghai & North China—Per KWONGSANG, 11th March, 5 p.m.

Shanghai & N. China (Europe via Siberia)—Per LUCHOW, 11th March, Registration 4.15 p.m. Letters 5 p.m.

[Shanghai Ex. P.O. Wednes. 11th Mar.]

SUNDAY, 12th March.

Chinwangtao—Per JINJU M., 12th March, 9 a.m.

Swatow, Amoy, Formosa via Taiwan—Per DAIHAI M., 12th March, 9 a.m.

Japan via Nagasaki—Per NIKKO M., 12th March, 9 a.m.

Rangoon, India via Calcutta—Per KAGA M., 12th March, 11 a.m.

MONDAY, 13th March.

Japan via Moji—Per BANRI M., 13th March, 8 a.m.

Japan via Nagasaki, Canada, N. & S. America via San Francisco & United Kingdom via Canada—Per KARIO M., 13th March, Registration 10.15 a.m. Letters 11 a.m.

Tientsin—Per HUICHOW, 13th March, 2 p.m.

Shanghai & N. China—Per WOSANG, 13th March, 5 p.m.

TUESDAY, 14th March.

Shanghai, N. China, Japan via Kobe—Per FUSHIMI M., 14th March, 9 a.m.

Shanghai, N. China, Japan via Nagasaki, Honolulu, Canada, N. & S. America via San Francisco & United Kingdom via Canada—Per SHIMO M., 14th March, Registration 10.15 a.m. Letters 11 a.m.

[Shanghai Ex. P.O. Satur. 18th March.]

Swatow, Amoy & Foochow—Per HAITAN, 14th March, 1 p.m.

Philippines Islands, Australia, Tasmania, New Zealand, and New Guinea via Thursday Is.—Per TANGO MARU, 14th March, Registration 2.15 p.m. Letters 3 p.m.

Philippines—Per CHINHUA, 14th March, 3 p.m.

Shanghai and North China (Europe via Siberia)—Per LINAN, 14th March, Registration 2.15 p.m. Letters 3 p.m.

Shanghai, N. China, Japan via Kobe—Per ITOLA, 14th Mar. 3 p.m.

WEDNESDAY, 15th March.

Swatow, Amoy, Formosa via Taiwan and Amoy—Per BOSU M., 15th March, 9 a.m.

## SHIPPING NEWS.

## ARRIVED.

Singap. Br. ss. 1,402, Mills, 8th March—Canton, 7th March, Gen.—R. & S.

Shanghai, Br. ss. 1,514, Williams, 8th March—Canton, 7th March, Gen.—R. & S.

Kwaiho, Br. ss. 1,073, McGilly, 9th March—Canton, 7th March, Gen.—R. & S.

Kwongtung, Br. ss. 1,431, Richard, 9th March—Canton, 8th March, Gen.—R. & S.

Taiyo M. Jap. ss. 1,580, Fumoto, 9th March—Canton, 8th March, Gen.—R. & S.

Taisho M. Jap. ss. 1,553, Fuhai, 9th March—Canton, 8th March, Gen.—R. & S.

Kwonglee, Chi. ss. 1,469, McArthur, 9th March—Canton, 8th March, Gen.—R. & S.

Footes, Chi. ss. 559, R. Miyako, 10th March—Bangkok, Gen.—Chinese.

Chien M. Jap. ss. 1,006, Moka, 10th March—Kobe, 9th March, Gen.—R. & S.

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## WEATHER REPORT.

On the 10th at 11.40—The anemometer has broken up. Another has formed over N. China.

Pressure has decreased moderately along the coast from Shanghai to Hongkong, and slightly over Indo-China, and the Philippines.

The monsoon will freshen again along the east coast of China.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.10 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast. Light or variable winds, freshening from North or N.E. overcast.

1. Hongkong to Gap Rock. N.E. winds, strong.

2. Formosa Channel. The same as No. 1.

3. South coast of China between H.K. and Lamook. The same as No. 1.

4. South coast of China between H.K. and Hainan. The same as No. 1.

China Coast Meteorological Register, 10th March, a.m.

Station. Hour. Barometer. Temperature. Humidity. Wind. Force. Weather.

Wanchow 6 29.95 61 79 100 10 1

Namroo 6 29.95 61 79 100 10 1

Hakodate 6 29.95 61 79 100 10 1

Tokio 6 29.95 61 79 100 10 1

Kobe 6 29.95 61 79 100 10 1

Yokohama 6 29.95 61 79 100 10 1

Kanagawa 6 29.95 61 79 100 10 1

Osaka 6 29.95 61 79 100 10 1

Kyoto 6 29.95 61 79 100 10 1

Edo 6 29.95 61